

NOVEMBER 9, 1911 NOV 14 1911

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LESLIE'S

ILLUSTRATED WEEKLY



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Editor's Desk

The whole family reads it.

A good way to test the desirableness of a publication is to find out how many members of any family read it. When everybody in the house scans its pages and then looks forward with eagerness for the next issue the value of the periodical as a household visitor is settled beyond doubt. From a letter which a reader of LESLIE'S in Massachusetts sends to its editor is extracted the following typical expression of family sentiment regarding this newspaper:

"My girls are deeply interested in the historical pictures; my boys in airships and balloons; the older ones in the whole paper.

"It is read by every member of our household, and then they await the next issue, wondering what new feature it will contain, and they are never disappointed."

Approving words like these clearly indicate that LESLIE'S is achieving its aim, which is to be a paper suited to the wants and tastes of the entire family. Equaled by no other weekly publication in its pictorial features, and supplying its readers with sound and interesting articles on an endless variety of subjects, it is to every household an educator and entertainer of the most wholesome kind.

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Advertising Manager

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Leslie's

ILLUSTRATED WEEKLY

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

"In God We Trust."

CXIII.

Thursday, November 9, 1911

No. 2931

New York Office: Brunswick Building, 225 Fifth Avenue. Western Advertising Office: Marquette Building, Chicago, Ill.; Washington Representative: Munsey Building, Washington, D. C.

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Subscriptions and advertising for all the publications of Leslie-Judge Company will be taken at regular rates at any of the above offices.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

TO ADVERTISERS:—Our circulation books are open for your inspection.

TERMS: Ten cents a copy, \$5.00 a year, to all subscribers in the United States, Mexico, Hawaii, Porto Rico, the Philippine Islands, Guam, Tutuila, Samoa. Foreign postage, \$1.50 extra. Twelve cents per copy, \$6.00 per year, to Canadian subscribers. Subscriptions are payable in advance by draft on New York, or by express or postal money order.

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Subscribers to Preferred List (see Jasper's column in this issue) will get current issue always.

The publishers will be glad to hear from subscribers who have just cause for complaint. If LESLIE'S cannot be found at any news-stand, the publishers would be under obligations if that fact be promptly reported. Senders of photographs or letterpress must always include return postage. We receive such material only on condition that we shall not be held responsible for loss or injury while in our hands or in transit.

CONTENTS

Cover Design	Herbert Meyer	
Editorial		510—511
Bombardment and Capture of Tripoli—Photographs		512
Two Events of Unusual Interest—Photographs		512
Current Events Pictorially Recorded—Photographs		513
America's Greatest Four-footed Detectives	George Sheridan	514
(Illustrated with Photographs)		
Where Brave Men Dare for Sport—Photographs		515
The Girl That Goes Wrong—The House of Silence	Reginald Wright Kauffman	516
Late Autumn Plays	Harriet Quimby	517
(Illustrated with Photographs)		
The Great Achievement of Taft's Trip	Arty Ess	518
(Illustrated with Photographs)		
The Problem of Western Trade	A. C. Trumbo	519
(Illustrated with Photographs)		
Autumn—Poem	Clarence Richard Lindner	519
Why Has Alaska Not Had a Square Deal?	Robert D. Heintz	520
(Illustrated with Photographs)		
Secretary Fisher's Remarkable Journey	R. D. H.	521
(Illustrated with Photographs)		
People Talked About		522
(Illustrated with Photographs)		
Jasper's Hints to Money-makers		526—527
Life Insurance Suggestions		528
Motorist's Column	R. B. Johnston	531
What's the Matter with Business?	Frederic Courtland Penfield	532
The Great War of Fifty Years Ago—Photographs		533

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Some of Next Week's Features

Dated November 16, 1911

THE GOVERNORS AND THE SUPREME COURT. In reply to an editorial in LESLIE'S criticising the Governors' national convention for appointing a committee to aid in handling certain cases before the United States Supreme Court, several Governors have written to LESLIE'S in defense of their action. Their letters are able and interesting and will repay careful perusal.

A TWENTIETH-CENTURY INDIAN RALLY. The progress in the arts of civilization made by the American Indian of late years is wonderful. This fact is brought out vividly in an illustrated article by Charles M. Harvey, dealing with the recent national conference of Indians at Columbus, O.

THE BOOK THAT AROUSED A SLEEPING CITY. This is the concluding installment of Roland Bruce Barrett's synopsis of the Chicago Vice Commission's startling report. In this article Mr. Barrett maintains that our industrial and economic system is largely to blame for the existence of the white slave iniquity.

In answering advertisements please mention "Leslie's Weekly."



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Executive Offices: Monarch Typewriter Building, 100 Broadway, New York.
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No Three O'Clock Fatigue



THE LARGEST CROWD EVER GATHERED ON THE
Panoramic view of the vast assemblage in Golden Gate Park, San Francisco, when Mr. Taft turned the first earth for the building of the great Panama-Pacific International Congress, representatives of the army and navy, and visitors from all the nearby states. Great enthusiasm was a mile from the President's rostrum, and many of the spectators

EDITORIAL

Lawlessness!

PRESIDENT TAFT, in his Chicago speech, said, "I would rather cut off my right hand than to do anything to disturb the business of this country, especially with a motive of cultivating political success."

We have no doubt that the President meant every word he said. We wish he might have stopped there. But with that unfortunate disposition to darken every rainbow that he draws, he then proceeded, to add, as he struck his fist on the railing before him, "We have a condition of lawlessness to deal with. We have had it for twenty years. We have gone on organizing combinations 'in violation of the anti-trust law, on the theory that it either would not or could not be enforced. The Supreme Court has held that this lawlessness must be stamped out. There is no discretion in the executive to suspend a single statute. It is his duty to enforce the law and to direct the prosecution of those who violate it."

This broad and sweeping indictment of the industrial corporations of the country is unjustified. The President must have framed it in the heat of anger. Where is the lawlessness of which he speaks? Is it in the action of the Steel Corporation in doing what President Roosevelt, after a thorough and satisfactory investigation, gave his full consent to have done?

Is it found in the prompt compliance of the American Tobacco Company, the Standard Oil Company, the Wholesale Grocers' Association of the South, the International Harvester Company and a number of other so-called "trusts" with the direction of the United States Supreme Court and of Mr. Taft's Attorney-General as to what they should do?

Did not the Steel Corporation hasten to endeavor to comply with the requirements of the government and the Sherman anti-trust law as soon as it found that it was subject to suspicion under that inexplicable statute?

Does any one know what a corporation can do under the Sherman anti-trust law? Can the President tell? Can Attorney-General Wickersham decide? If so, why not lay down the law and then see if the corporations refuse to obey it? If they do not, then they can be properly characterized as lawless. Not before.

Wait!

WAIT! Things done in a hurry are not well done. Before smashing the rest of the industries of the country, why not wait until we see how the American Tobacco Company and the Standard Oil Company emerge from their difficulties? They are not seeking to evade the demands of the United States Court. Their problem is not unlike that of other industrial corporations subject to suspicion and in mortal fear of prosecution.

The Steel Corporation officially declares that "in all its operations the company has scrupulously observed the law and recognized the just rights of its competitors and the consumers of its products."

Proof of this lies in the fact that no complaint has been made against it by its competitors or by the public. Yet it is put under suspicion, dragged into court and burdened with the great expense of a trial in defending itself. Suppose it is clearly revealed that the Steel Corporation is legal and its management proper. Who will foot the bill in that event? Will the government? Of course not. It will be paid by the one hundred and fifty thousand shareholders of the Steel Corporation.

Is it fair that this burden should be put upon them if it should prove to be unnecessary? In the interests of the common welfare, why should the administration not stay its hand until the trust problem is worked out according to the decision of the Supreme Court of the United States? Two great corporations are now working it out under the direction of the court. Let us see if they can do it and how. Meanwhile, give business a rest and prosperity a chance!

Where to Go This Winter.

THE Mardi Gras in New Orleans, Mobile and other Southern cities, the rose fetes in California, the ice carnivals in Canada, the automobile races in Ormond, Fla., and Savannah, Ga., and the Lenten fiesta in Havana, Cuba, are but a small part of the festivities of winter which are annually attracting increasing crowds of visitors from our great centers of population.

In the Winter Resort Number of *LESLIE'S WEEKLY*, the issue of December 28th, it is intended to print a program of winter carnivals, so that readers who desire to make their arrangements for a winter vacation may make such a selection as they desire.

To the end that this program may be complete, we invite chambers of commerce and other public bodies who have knowledge of winter festivals or festivities of general interest to send us, at the earliest possible date, the respective programs of the same. If these are not in readiness, write us some announcement which can be made officially.

It is the purpose of *LESLIE'S* to keep its readers in touch with everything of interest in the wide, wide world. Nothing is dearer to the heart of the hard-working American than his vacations, both in summer and winter.

Can the Republicans Win?

SAYS Secretary Nagel, of the Department of Commerce and Labor, "Not only will Mr. Taft be nominated in 1912, but he will be re-elected by one of the largest majorities ever known in the history of the United States." Mr. Nagel has for many years been a close observer of politics. He knows the history of the United States as well as does any other member of the Cabinet. Moreover, he travels widely and mingles with all sorts and conditions of men. But in saying that Mr. Taft will be re-elected next year "by one of the largest majorities ever known in the history of the United States," is not the Secretary making a very big claim?

Could Mr. Taft be elected in 1912 by any majority which would at all approach that of 1900, 1904 or 1908? Could any Republican carry the country next year by anything like the margin which was rolled up three years ago? An answer in the affirmative would be hazardous. Mr. Taft is far better equipped for the office now than he was in 1908, but the current has turned against his party. The current was decidedly against his party in 1910, when a Republican House of forty-three majority was displaced by a Democratic

House of over sixty majority, and when a Republican majority of twenty-eight in the Senate was reduced to eight. The victories of the Socialists in many local elections in the spring of 1911 and the triumph of the Democrats in many towns which have commonly been carried by the Republicans indicate that the Democratic current is still running strong.

It is well for the Republicans to face the facts. As the country has seen in the recent fight in the Senate between the insurgents and the regulars, the split in the Republican ranks continues. The revolt began in the discussions on the Payne tariff bill in the extra session two years ago and it has continued ever since. It raged in the primaries of 1910 and was felt at the polls. In the election of that year the Republicans were a party divided against themselves, and the inevitable happened. Nobody was surprised at the result of the election last November. All the old discipline and cohesiveness had left the Republican party. The apathy of which Republican spellbinders complained in the congressional campaign of 1890 repeated itself in that of 1910. Will the sequence of 1892 reappear in 1912? General Harrison, who was in the White House in 1890, had made an excellent President. He was able, patriotic and safe. The country never had a better-balanced chief magistrate, but at the polls in 1892 he was overwhelmingly beaten by Cleveland. Possibly the parallel of twenty years ago will not carry itself out this time. The Republican defeat in 1910 was not so stupendous as it was in 1890, when a Democratic majority of over 150 was rolled up in the House. Not nearly so much discord exists among Republicans now as did then. Personally Mr. Taft is more popular than was General Harrison. Moreover, the chances for his re-election look brighter now than they did six months ago.

Although thus far the Democrats have avoided some of the blunders which the Republicans predicted for them, their power is still new. The distrust which business men, Democrats as well as Republicans, have for the Democratic party has not been entirely allayed. The result in 1910 was not so much a Democratic triumph as it was a Republican revolt. Speaker Clark and other prominent Democrats have conceded this. Tariff revising has always, in the elections immediately afterward, hit the party which did the revising. The Democrats are engaged in a work of this sort now. In doing this work it is possible that they may arouse feuds in their own ranks which would be as disastrous to them as were engendered among the Republicans in the similar task two years ago.

In a great degree the result of the campaign of 1912 will be determined by the record which the Democrats make between now and then and by the character of the candidate whom they select. Under no possible circumstances can the Republican majority in 1912 be as large as it was in 1904 or 1908, while a majority of any sort for the Republicans is very far from being certain.

Speaker Clark's Advantage.

IN ONE decidedly important respect Speaker Clark has an advantage over all his rivals for the Democratic presidential candidacy—Governor Harmon, Governor Marshall, ex-Governor Folk, Governor Wilson and the rest of them. This is in congressional service. Except Harmon, none of the other Democratic aspirants has ever held a national post, and Harmon's was a Cabinet office only and for but a short time. Marshall, Folk, Dix and Wilson are only local figures.

Elected to the House of Representatives back



PACIFIC COAST GREETING PRESIDENT TAFT.

Exposition of 1915. The ceremony was the most brilliant and impressive in the Pacific Coast's history. It was participated in by State officials, Ambassadors, members of the President said he had never before seen a crowd of that size. The mass of people extended almost were too far off to hear the music of the brass bands.

in 1892, the year in which Cleveland was chosen for his second term, and serving continuously except for two years, Speaker Clark has had an experience in the national law-making body which would be of vast benefit to him if he were elected President. He has a wider acquaintance with public men than has any other Democrat who has been mentioned in connection with the presidency for 1912. Most of the Presidents served previously in Congress, though only a few of them were there anywhere near as long as Mr. Clark and only one of them held the post of speaker. This was Polk, who had retired from that office several years before he was brought forward as a dark horse in the convention of 1844. In Congress Clark has been far more conspicuous than Polk ever was while there. It was McKinley's long service in the House of Representatives which gave him the knowledge of national issues and national men that made him so successful as President.

Several very good Presidents lacked congressional training—Taylor, Grant, Arthur, Roosevelt and Taft. Taylor, indeed, never voted until 1848, the year in which he was sent to the White House. His whole active life had been passed in the army. Grant voted but once previous to the Civil War and never held any political post of any sort until he went to the presidency. Arthur, Roosevelt and Taft had held political office, Roosevelt in several capacities, before going to the White House. To all of those Presidents, however, a previous congressional experience, if they had had it, would have been a valuable asset.

The South's Conservatism.

"MY OPINION is that Woodrow Wilson will not get the Texas delegation in the Democratic national convention of 1912. Wilson's leading boomers are telling us that he is a Southern man and that on this account we ought to favor him; but when his radical ideas, especially on the initiative, referendum and recall, are learned, the Texans, I believe, will turn him down. Things in Texas are narrowing down to a choice between Governor Harmon and Champ Clark, and between these two I think Texas would be for Harmon; but Clark has hosts of friends down there. Underwood also has many admirers in our State." Thus said Colonel R. M. Johnston, editor of the *Houston Post*, one of the leading journals of Texas, in an interview in New York. Colonel Johnston is the Texas member of the Democratic National Committee.

Another Southern man also recently talked right out against these new fads which are being championed by the New Jersey Governor. This was Governor Emmet O'Neal, and he did this at the conference of Governors at Spring Lake, in Governor Wilson's State. "The recall," said Governor O'Neal, "would destroy that independence of character, that firmness of conviction and loyalty to principle so essential to efficient public service. It would convert the public officer into a spineless hireling, stirred by every passing breeze of public opinion, obeying every popular impulse and yielding to every wave of popular passion or prejudice." He denounced the "hysteria for change, which would substitute for orderly judicial procedure a trial before the people founded on an indictment that need not allege any specific facts or show the commission of any offense, but might be the outgrowth of passion, prejudice or private vengeance."

On most of the great issues the South is conservative, as it always was. The South disliked free silver, but loyalty to party impelled it to support that doctrine when it was indorsed by the national convention. At Bryan's defeats the South shed no tears. In the Democratic national

convention of 1912 the delegates from the Southern States will probably exercise more influence in choosing candidates and in framing the platform than they have attempted to wield for the past half a century. Although furnishing nearly all the electoral votes which the Democratic party polls, the South has heretofore allowed the North and West to select the tickets and construct the platforms. In the cause of political sanity the South is likely to say something next year to which the Democratic convention will be compelled to listen.

Home Rule and Porto Rico.

ARE the people of Porto Rico ready for home rule? Speaking at the Mohonk Conference of Friends of the Indians and Other Dependent People, Dr. Martin G. Brumbaugh declared that the failure of Congress to admit the Porto Ricans to citizenship was the "blackest blot on the colonial record of the United States." The colonial record of the United States is not a long one and to us it has always seemed singularly free from blots. The one thousand schools, with one hundred and forty-five thousand pupils, which the United States has established in Porto Rico, have worked wonders in raising the average of intelligence; but it is a question whether they have had sufficient time to lift the level to the point where it would be wise to give to Porto Rico home rule, with all the privileges of citizenship. Suffrage is not an inalienable right, but a privilege, and it were better for the United States to err by withholding home rule from Porto Rico rather than to grant it before the country was equal to its responsibilities. Indians and other dependent peoples, however, have had no stronger advocates than these conferences at Lake Mohonk. For twenty-nine years they have brought together the best thought of students and trained investigators upon the problems discussed.

The Plain Truth.

THE LOTTERY may be very profitable to the Cuban government, but to the people it spells disaster. The national lottery last year netted to the government ten per cent. of the entire receipts from all sources, or \$3,300,000; but, under the enormous weight of evidence showing that the lottery is impoverishing the laboring classes, Cuba is seriously contemplating its gradual abolition. To seek to support a government at the price of poverty and distress among the poor is false economics.

OUR SPLENDID NAVY! Glad we are that President Taft consented to review the great fleet gathered in New York harbor. The presence of the President of the United States, the commander-in-chief of the navy, on that occasion pleased every officer and enlisted man. Secretary Meyer is to be congratulated upon the splendid showing our ships made and upon the general high efficiency to which he has raised the standard of his department. The officers and men of the American navy are the best in the world. It was a happy idea for the Secretary of the Navy to assemble the fleet in the harbor of the largest city in the country, that the people who pay for the maintenance of the superb fighting armada might see their invaluable possession. Let the review be an annual event, a great gala day. And every time, Mr. President, please be present.

TRUSTS! "Trade unions," says President Taft, "have brought higher wages and better conditions." So have the great industrial combinations, miscalled trusts, that the President

is smashing right and left. Wages were never higher nor business conditions better than during the era of prosperity ushered in during the peaceful McKinley administration. This era was continued up to the hour when the trust-busting, railway-smashing program began. If the condition of labor is improved by combining the workingmen into unions, is it not logical to infer that the condition of industrial interests is improved by combining to reduce expenses and to increase efficiency? Suppose we dissolve our industrial corporations and put them on a cutthroat basis. Will that be conducive to the interests of the workingmen? Will wages be maintained? Will business conditions be improved? The answer is to be found in the condition of the country to-day. Is it better than it was before the enforcement of the drastic Sherman law was begun? Workingmen can answer this question. So can the President.

MISSION! Joseph Pulitzer was a man with a mission. He was a notable figure in these days, when bogus reform is the vogue. We pay tribute to his sincerity. Born of the people, he stood for the people. He knew them and was in sympathy with their ambitions. He himself had endured the struggles of poverty before he experienced the joys of great achievement. He did not seek public favor. He did not try to climb over the shoulders of the people into public places of distinction. He did not court the gaze of the multitude nor endeavor from the platform to win their applause. The *New York World* and the *St. Louis Post-Dispatch* were his pulpits and he preached daily to an audience of millions. In the newspaper world he was regarded as a genius. His touch had vitalized two moribund daily newspapers in two of the greatest cities of the country, one in the East and one in the West. At his untimely death, both these properties were among the most valuable newspaper estates in the land. Mr. Pulitzer's genius was constructive. It was notable even in an age of great achievement. He had his faults. Who has not this side of eternity? His career was monumental. The press and the people should mark his memory by an enduring shaft of recognition.

THINK! Let us read less and think more. Not only has the corporate method of doing business put the United States in the van among the nations, but it has likewise put the American workman to the forefront. This is not the expression of a corporation attorney, but of a workman who is able to look at the matter without prejudice. Writing in the *Advertiser*, of Collinsville, Ill., on the subject of trust condemnation so rife at present, an employee of the largest industry of that locality, signing himself "An Observant Worker," says, "In order to distinguish combined capital from other combinations, it was given the metallic name, 'the trust,' which in its definition means a corporation that puts four and four together and makes it sixteen, following in a small degree the teachings of Nature, who takes ten cents' worth of seed and returns twenty bushels of corn, showing in plain figures the path to progress. Now a narrow-minded critic is calling heaven and earth for witness that four and four together equals eight, which, mathematically correct, is progressively all wrong. There in a nutshell we have the secret of America's greatness." We have seen nowhere a better reply than this to those who would place arbitrary limitations upon the percentage of business or degree of success allowable to corporations. Constantly growing is the number of "observant" workers, who realize that the effort to destroy rather than to regulate the industrial corporations will prove even more disastrous to the workingman than to the capitalist.

Bombardment and Capture of Tripoli

Bombardamento e Presa di Tripoli



KING EMANUEL'S STURDY FIGHTERS.
Italian soldiers in the trenches outside of Tripoli.
I ROBUSTI COMBATTENTI DEL RE VITTORIO EMANUELE.
Soldati Italiani riuniti nelle loro trincee, fuori di Tripoli.



PREPARING TO REPEL TURKS AND ARABS.
Troops of victorious Italy entrenching in the desert.
PREPARATIVI PER RESPINGERE I TURCHI E GLI ARABI.
Le truppe vittoriose Italiane trincerandosi nel deserto.



ON THE BEACH AT TRIPOLI.
The attacking warships and a sunken Turkish vessel in the harbor.
SULLA SPIAGGIA DI TRIPOLI.
Corazzate in attacco e un battello turco affondato nel porto.

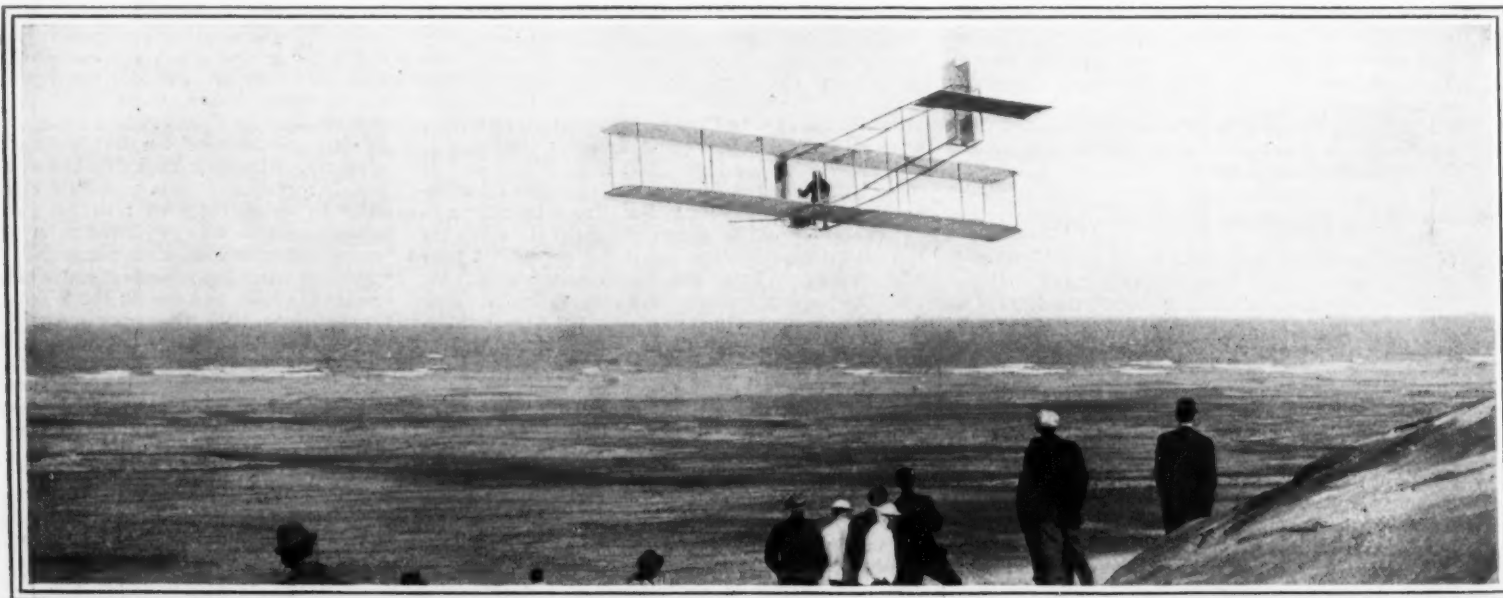


HARMLESS TOKEN OF THE FIGHT. PHOTO BY BRUNN BROS.
Unexploded shell fired from an Italian warship.
SEGNI INNOCUI DEL COMBATTIMENTO.
Palla non-esplosa sparata da una corazzata Italiana.

Soon after Italy declared war on Turkey an Italian fleet sailed to Tripoli, bombarded the forts there and took the city. Italian troops occupied the town, but there has been considerable fighting with the Turks and Arabs in the interior.

Subito dopo che l'Italia dichiarò guerra alla Turchia una flotta Italiana partì per Tripoli, bombardò i forti, e prese la città. Le truppe italiane accuparono la città, ma avvennero notevoli combattimenti coi Turchi ed Arabi nell'interno.

Two Events of Unusual Interest



A DIFFICULT PROBLEM OF AEROPLANING BEING SOLVED. INTERNATIONAL NEWS SERVICE
Orville Wright, in his new motorless glider, soaring at a considerable height, and remaining stationary in the air for five minutes, at Kill Devil Hill, N. C. The Wrights are planning to make the aeroplane perfectly stable.



FIVE GOVERNORS MEET TO HONOR NEW STATES. SCOTT PHOTO CO.
A three-days' celebration of the admission of Arizona and New Mexico as states was held recently at El Paso, Texas. Among the executives present were two from Mexico.
Seated: Governors Colquitt, Tex.; Mills, N. M.; Sloan, Ariz.; Gonzales, Chihuahua, Mex. and Gayou, Sonora, Mex.



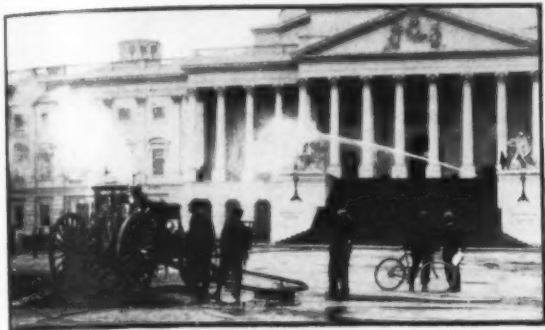
LATEST EDITION OF THE "STARS AND STRIPES." SCOTT PHOTO CO.
Military escort bearing American flags, each carrying forty-eight stars, which were formally presented to the governors of New Mexico and Arizona in token of the admission of their territories as states. The occasion was one of much enthusiasm and good feeling. The new flags were greeted with tremendous applause.

Current Events Pictorially Recorded



EARNEST AND ABLE WOMEN WHO DEMAND THE BALLOT.

Group photo of the delegates to the recent National Woman Suffrage Convention held at Louisville, Ky. Women were present from every State in the Union and several from foreign countries. Among the speakers were Mrs. Pankhurst, the militant English suffragist, Mary Johnston, the Virginia novelist, Rev. Anna Howard Shaw, who was re-elected president, and Miss Laura Clay, head of the Kentucky State Federation of Women's clubs, who welcomed the delegates. President Shaw is the eighth from the left in the front row.



NOT ON FIRE, BUT TAKING A BATH.

Turning the hose on the Federal Capitol at Washington on the occasion of the annual house-cleaning in that immense building.



CALIFORNIA SUFFRAGISTS REJOICE.

Group at the Club Women's Franchise League, San Francisco, celebrating the political equality victory in that State, the sixth which has been carried for woman suffrage.



WISCONSIN'S NEW \$10,000,000 CAPITOL.

Iron workers busy on the dome at Madison, Wis., 285 feet high, and two men suspended at a great height in the derrick car. The building is of white granite and marble.



AN OKLAHOMA CITY'S GREATEST DAY.

Scene on Main Street, Tulsa, Okla., during the parade at the first industrial "Durbar" held in this country. The pageant was one of the finest ever witnessed in the West. It was viewed by the largest crowd that Tulsa has known.

JOHN HENRY SMITH.

Apostle of the Mormon Church, Salt Lake City.



REMARKABLE FUNERAL SCENE.

Vast crowd assembled in the Mormon Tabernacle, Salt Lake City, at the services over the remains of John Henry Smith, second in succession in the quorum of twelve apostles to the Presidency of the Mormon Church.



TILLERS OF THE SOIL HOLD A GREAT CONVENTION.

Farmers' National Congress, representing 3,000,000 agriculturists, in annual session at Columbus, O. Through this Congress, President Taft announced that he would ask Congress to establish a general parcels post, which the rural population greatly desires.

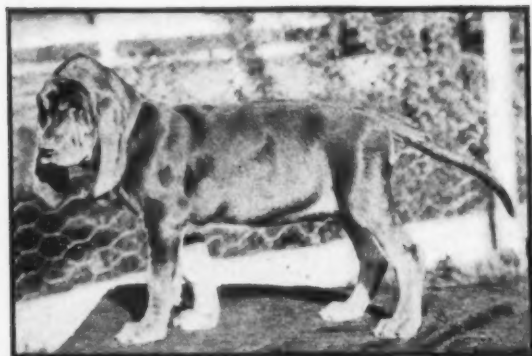
America's Greatest Four-footed Detectives

Where Bloodhounds are Bred and How They Gain the Training to Become Sleuths

By GEORGE SHERIDAN



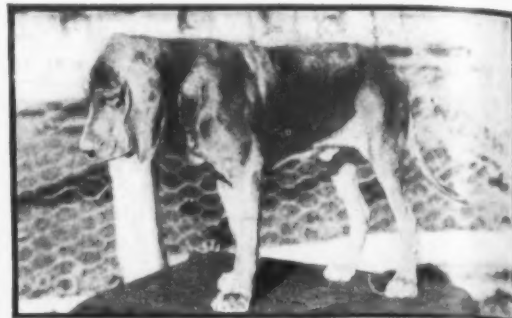
SHEBA.
Dam of the greatest trailers in America and herself the cause of thirty-two convictions in two years.



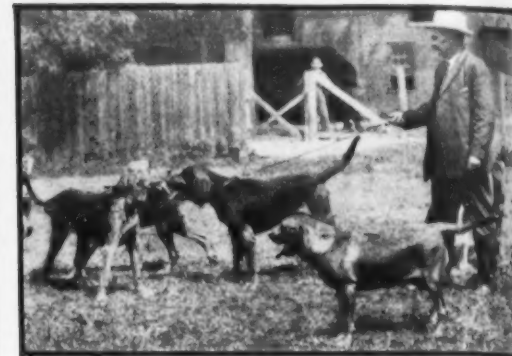
AN ARISTOCRATIC DETECTIVE.
Bloodhound pup, Red Panther, two months old. One of the best puppies bred in America. Sire, Hordle Panther, Dam, Red Countess.



POLICE DOG, LANSING, MICH.
She can take and hold a trail on city streets and she can be started from anything.



HORDLE PANTHER.
The winner in England at the Palace Show, when a puppy and twice the winner of the blue ribbon when eighteen months of age.



RECRUITING FOR THE SERVICE.
Special officer selecting English bloodhounds for the government at Mr. Winchell's kennels at Fairhaven, Vt.



A RAILROAD'S SLEUTHS.
Detective George H. Rundell of Utica, with dogs owned by the New York Central Railroad.



YOUNG BLOODHOUNDS OF THE FAIRHAVEN KENNELS.
A typical pack of man-trailers of blood and intelligence.



BERENDU.
One of the finest man-trailers in America, and kept at the United States Penitentiary at Atlanta, Ga.



IN UNCLE SAM'S SERVICE.
Private detective of the government in Florida, and his government charges, who have proven the terror of evil doers.



HIS LEISURE MOMENT.
However dignified a bloodhound may be he is never averse to being coddled. Bloodhounds seem to crave human companionship.



THE SOCIAL SIDE OF LIFE.
Pets of the family. Royal blood from old England. Bloodhounds at any age make safe and reliable playfellows as well as protectors.



BRED TO THE PURPLE.
Part of an eight mold litter bred by J. I. Winchell. These remarkable pups are from George Elliott's Lord Neville strain of England.

THE RATING of the bloodhound in American criminal jurisprudence is rapidly becoming higher. Although the four-footed detective has long been honored in German, English, French and Belgian police departments, it is only within the last few years that dogs have been used to any extent in this country for tracking criminals wanted by the government. In this respect the bloodhound has been found to be so valuable that he is coming more and more into official demand. Some of the Southern States, particularly Florida, where the custom prevails of leasing convicts to large employers of labor, use bloodhounds, and hounds have also been the means of greatly diminishing the depredation of thieves on railroad property in different States.

There are now few important cases in which a fleeing criminal is being sought that the bloodhound is not called into service. So efficient have these keen-scented animals proved themselves in following

a trail and hunting down the person wanted that their mute testimony, while not taken as conclusive, is still seriously considered by a judge presiding at a trial. A ruling made by the Supreme Court of Kansas is that the testimony of bloodhounds is something that may be taken into serious consideration, especially in connection with other evidence concerning the competency of which there is no dispute. The court refused to set aside a trial for murder of a man convicted solely on the evidence of shoe prints and the trailing of footsteps by hounds. The dogs took the trail of the tracks around the body of the murdered man and followed it for six miles to the home of the man, who was then accused and later convicted. The shoe tracks around the body and the home of the man accused corresponded with the shoes he wore. It was contended that if the trailing by the hounds were eliminated from the evidence, the evidence from the shoe prints alone would not be sufficient for conviction on a capital charge; but the court held that

the testimony of the hounds was competent to corroborate that of the prints.

An official of the Long Island Railroad, New York, speaking of the use of bloodhounds as a protection to property, stated that during the past two years they had successfully trailed and brought to justice more than one hundred marauders. A few years ago Long Island was invaded by a band of dangerous criminals, whose operations included dynamiting station safes and burglarizing private residences. In their effort to capture these men, several railroad patrolmen were killed. The bandits used automobiles in making their escape. The Long Island Railroad equipped its policemen with motor cycles to run down the flying automobiles, but with no result. As a last resort, Robert E. Kerkam, of the Long Island Railroad police department, purchased two English bloodhounds, which were immediately trained for service. As an example of what their value has been to the

(Continued on page 528.)

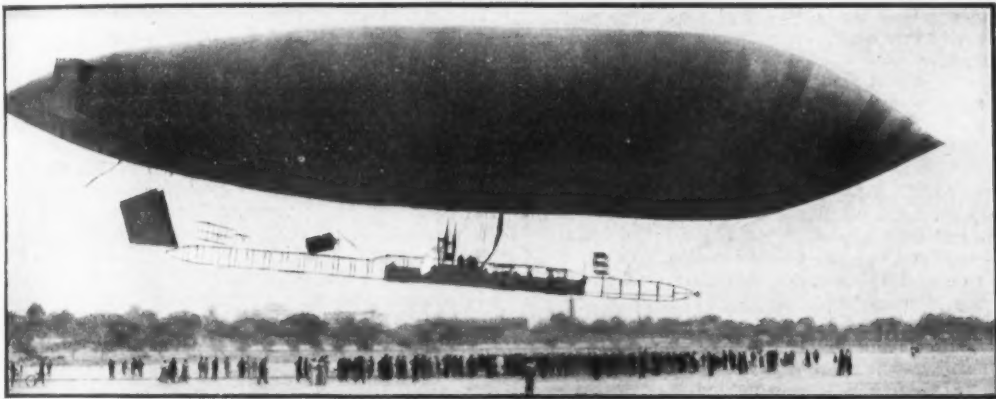
Where Brave Men Dare for Sport

A Pictorial Record of Varied Contests in Skill and Nerve.



WINNING A BIG CALIFORNIA ROAD RACE.

Harvey Herrick driving a National "40" near the finish of the contest at Santa Monica in which he finished first attracted the attention of many auto racers.



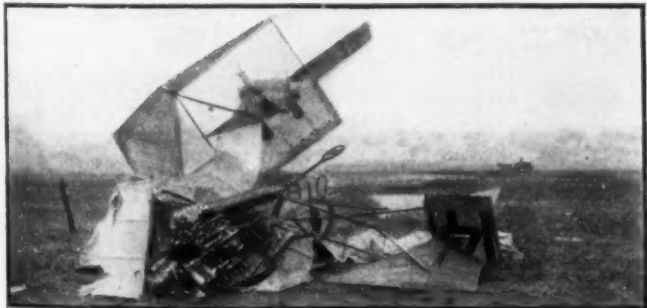
FRANCE'S NEW ARMY DIRIGIBLE.

The "Adjutant Rean," only recently put into commission, is equipped with two 120-horsepower engines and is expected to mark a new era in war maneuvers in the air.



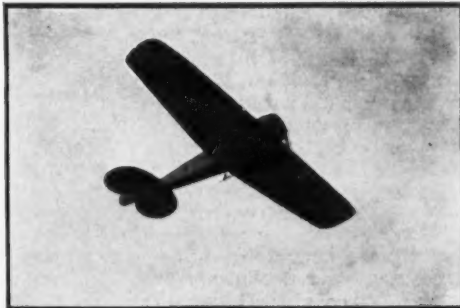
MAKING READY FOR A BALLOON TRIP.

Inflating a big gas bag at Atlantic City for Johnny Mack, a daring aeronaut. The photograph shows the balloon gradually filling and assuming its proper shape.



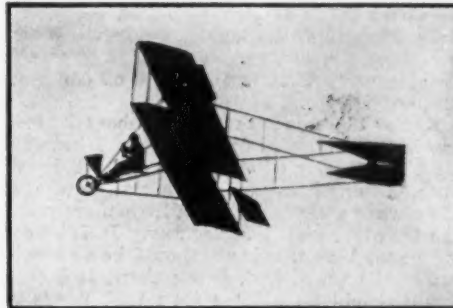
WHERE A DARING AVIATOR DIED.

Wreck of the aeroplane in which Eugene B. Ely was killed while making a flight at Macon, Ga. He fell about 100 feet while attempting a dip in which he miscalculated his distance above the ground.



SHIPS THAT PASS IN THE AIR.

Photograph of a monoplane made from another during the Boston aviation meet. Compare it with the biplane in the adjoining photo.



A BIPLANE IN FULL FLIGHT.

Lincoln Beachy as he raced with a motor-cyclist during his recent flights at Rochester, N.Y. The aeroplane won easily.



BROWN FINDING PENNSYLVANIA'S WEAK SPOTS.

The Quaker football eleven went down in defeat by a score of 6 to 0.



WHEN THE ARMY DEFEATED YALE.

West Point making a five-yard gain in the game it won by a score of 6 to 0.

The Girl That Goes Wrong

By REGINALD WRIGHT KAUFFMAN, Author of "The House of Bondage"

EDITOR'S NOTE:—The wonderful book, "The House of Bondage" by Reginald Wright Kauffman which, in the course of a few months, has passed through nearly a dozen editions and which has struck a death blow at white slavery in the United States, has received the commendation of John D. Rockefeller, Jr., Foreman of the Grand Jury in New York City that made a startling disclosure of white slave conditions. It has also been endorsed by a number of leading clergymen and others engaged in combating a grave and growing evil. Mr. Kauffman's series of remarkable stories on "The Girl That Goes Wrong," written exclusively for Leslie's, will be continued for several months to come. They have excited general comment and, with scarcely an exception, the comments have been favorable. Dr. Charles W. Eliot, former President of Harvard University, Judge Ben B. Lindsey, of Denver, Judge James T. O'Neill, of Baltimore, a number of clergymen and settlement workers and others who are leading the Anti-Vice Movement in our great cities, have written us commending Mr. Kauffman's stories.

The House of Silence

IT STANDS in your own neighborhood—more likely than not, in your own street, in your own block—two doors above, two doors around the corner. If you live on a farm, it is not far away. If you live in a small town, it is within a stone's throw. If you live in a city, it is jostling your home. You pass it on your way from the club or from church. Your wife passes it on her way to the shops. Your children pass it on their way from school. No matter where you live, it is there—the House of Silence.

You know it well. It has, too superlatively, the air of respectability. Chameleon-like, it cultivates assiduously the atmosphere of the houses all about it, whatever sort of houses they may happen to be. It goes in for uniformity, for retirement, for the unassuming. Its blinds are always decorously drawn. Its pavement is always carefully swept. Though none of you rises early enough to witness the work, the front steps of that house are always clean.

I am not speaking, now, of the low brothels of the slums. I am not speaking of their commonplace sister-houses in those city districts which, either by frank legal provision or by dodging common consent, are given over to such houses. I am not even speaking of the plentiful twenty-five-dollar places that make the Grosvenor Squares of degradation. I am not talking of the full growth; I am talking of one of the most fecund seeds.

Did you never stop to wonder how these girls—"the girls," so many of us, with a sweeping, unconscious cynicism, call them—the girls that you hear of or meet in the stews and bagnios, or that you shamefacedly perceive gliding furtively through the lamp-lit streets—did you never stop to wonder just where they crossed the line, just which point was the point of their departure? Not how they came to it, but where they came to it?

You have wondered about that, haven't you? Well, some of them are sold, or kidnapped, or forced directly into the brothels or onto the street. But most of them—the stupendously overwhelming majority of them—are first forced or lured into this house that stands in your own neighborhood—this quiet house, this retiring, unassuming house. The assignation house is the forcing plant, the conservatory for that garden of guilt which is so inevitably manured by a bourgeois society. You ask what is the point of departure. That is the point of departure: the House of Silence.

By day there is not much life about it, this house that is the neighbor of your home. I have said that it took the color of the houses about it—of your house. If anything more, it intensifies what it apes. It is always a little better, a little more respectable than the other places in the row. It is necessary to its purpose that this house should be in a quiet portion of the town, and, being there, it is necessary that it should be quieter than that portion. It is necessary to its purpose that it should neither offend its neighbors nor affright those who are brought to it. Nay, it must also be careful not to affright those who bring others. Of all things conventional, the House of Silence must be the most conventional. Anything like frankness, anything like honesty—these would deprive it of its income, would rob it of its reason for being. So, amid cleanliness, it maintains ever the air of super-cleanliness; in the company of rectitude, it is ever the most staid.

Not much life about its front by daytime. Now and then men and women whose evenings must be otherwise accounted for enter it from the street of an afternoon; but between eleven o'clock in the morning and ten at night, the front door rarely opens. Nobody goes in; nobody comes out. In winter, during such hours, the spotless steps remain empty; in summer the low awning over the door shelters, during such hours, only the doorway. The lace curtains at every window are tight-drawn; you cannot see beyond them.

But the House of Silence, for all that, is not asleep. It is no sluggard. It practices all the old-fashioned copy-book precepts about industry. Indeed, it never sleeps.

If you search it out in the telephone directory, you will find it listed under the name of Mrs. Somebody-or-Other—always quite an ordinary name; never anything to attract attention or to stick in the memory—and you will observe, after Mrs. Somebody-or-Other's name, the term "Dressmaker" or the phrase "Apartments"; but, though Mrs. Somebody never made a dress in her life, and though the "apartments" over which she presides are scarcely the sort

A Newspaper's Commendation.

Among the latest comments on Mr. Kauffman's series of articles published in this paper are the following strong words from the "Editor and Publisher" of New York City:

The series of articles by Reginald Wright Kauffman now appearing in Leslie's Weekly under the general title of "The Girl That Goes Wrong" ought to read by every young man and woman in America. They are strong meat—prudent persons might think them too strong for young people's digestion—but nevertheless they contain facts that ought to be brought to the attention of the youth of the land. Mr. Kauffman is a clear thinker and a vigorous writer and manages to tell his stories without offending the proprieties. If parents were more frank in the discussion of sex problems with their children when they are old enough to understand such things fewer young people would go wrong.

of apartments that not-possible patrons are desired to believe them to be, the proprietor is none the less a hard-working woman. And thus it happens that, even when the front exterior of her house seems lifeless, there is much quietly to be done indoors; while, at the back door on the alley, there is to be attended to not only the driver of the beer wagon or the liquor-store wagon—who drives to the corner and carries in the boxes of bottles by the back way—but also those extremely cautious couples that come, among other things, to consume a portion of the wares from the wagon—couples that are quite too cautious or too nervous to assail the house's front. So, when it is stillest, the House of Silence gives you, passing by, the strange sense of hidden movement, the abiding impression that it is always open, the consciousness that it is ever watching—watching for spies and watching for customers—from behind its drawn lace curtains.

By night—by ten or eleven o'clock at night—the House is quivering with an inner life that reminds you of nothing so much as of an ocean liner seen from a distance and in darkness out at sea. As the liner is alive on the water, but not of the water, so, now, the House of Silence is awake among the sleeping houses beside it, but no longer their mate or sister. If you did not know better—and we all, even the children among us, soon do know better—you might suppose that there was, each night, a reception or a dance being given behind those somber walls—a reception without merrymaking, a dance without music.

Around the edges of the blinds—for the blinds are now drawn between the lace curtains and the window panes downstairs, and upstairs the slats of the always-bowed shutters are turned at such an angle that no glance from the street or from a near-by house may wriggle between them—around the edges of the blinds little strips of illumination appear. A closed four-wheeler, rubber-tired, softly turns the corner—turns abruptly, as if it had not, until that moment, thought of turning—and draws up quickly at the curb before the door. Two huddled figures, the one with the red glow of a cigar or cigarette somewhere near its face, clamber hurriedly from the four-wheeler. The male figure hands the driver a

bill and does not wait for the change. The woman scuttles ahead of him. They push open the outer front door, which is always "on the latch" now, and the man pulls at the bell—a bell that is not heard outside—as the pair pass into the vestibule. The vestibule door opens. There are a few whispered sentences. The pair enter. The door closes. The House of Silence has received its guests.

The cab has driven away as soon as its occupants have dismounted. It must hurry, for it has to earn its living, and somewhere it is already wanted for another such errand. It goes as quickly and as quietly as it came.

The street is empty. In the upper windows of the House lights appear—and disappear. Another cab turns the corner, vomits forth its frightened freight, and drives, with a soft pad-pad, away. A third approaches. And a fourth.

Morning comes—sometime: the gray, sickish morning that none of us sees save those who have slept badly or not at all, or who rise too early for the labor that is too long and too hard. The freshness of the night is gone, but the freshness of the day has not yet arrived. The air is stagnant. It is heavy with the odors of sleep, with the fumes of alcohol consumed but unassimilated, with the flying, invisible particles set in motion by the street sweepers and liberated by the scrub women in the quick-lunch counters, setting out the garbage from yesterday's meals. A milk cart clinks down the street; the baker's boy, whistling, walks from door to door.

There are no cabs now; one goes in cabs quickly, but one returns slowly and afoot. Many that came to the House have already left it—the many that have had to report to wives, husbands, fathers, before eleven o'clock, before midnight. But the others begin at last to crawl, blinking, bleared and ashamed, through the door and into the light, as gray slugs crawl from under an upturned stone. They are the shop girl or stenographer that has told her mother that she meant to pass the night with the girl that works in the same office or the same department; the wife that has been "visiting her sister"; her daughter who has been "at the home of a school friend"; the lad that has "stopped at Billy's house," or his father who has been "called out of town on business." It is possible that the same walls have sheltered unguessing husband and wife, father and son, mother and daughter. It is possible.

They come to the door, from within, as they have come to it from without: in couples. But they part, with scarce a word of parting, at the doorstep. They seem afraid of the daylight. They seem afraid of each other. They almost run away. There are, indeed, no cabs now; one arrives in company, one departs alone.

But they will come back. They will all come back until such time as they sink lower. And the House of Silence will again receive them.

I have said that you know it, this house. You pass it now with pity or, more likely, with a shudder of disgust for those who enter it. But it is there, and you know that it is there. You will know that it is there when you come home from your club or your saloon. You will know that it is there when you hurry, in anger, out of your own house after some petty, heated domestic quarrel. You will know that it is there when you want, for any of a thousand reasons, to forget your accustomed life or to revenge yourself upon the muddled rules of a world that thwarts you. When you find yourself in the grip of primal passions and desperate desires, you will know that the House of Silence is there.

And your wife knows it.

And your children know it, too.

I am merely stating a plain fact. The tolerated assignation house in your own neighborhood, in your own street, is the great recruiting station for the sexual ruin of your menfolk and the further enslavement of your womenkind.

You go, but your case is exceptional?

You do not go, but you will not interfere?

Then, by counting your own case exceptional, or by merely countenancing and compromising and doing nothing, to what a pass you have brought Love—or much of Love! You have debased it. You have imposed upon it a sense of guilt. You have turned it into a furtive thing, a thing of giggles and whispers. You have made the beautiful ugly. You have made the nude naked. What Dante felt for Beatrice, what poets have sung from the slopes of Helicon to the

(Continued on page 524.)

How to Obtain Back Numbers

Mr. Kauffman's soul-stirring stories are to be the main feature of LESLIE'S for several months to come. Those wanting back numbers may obtain them as long as the limited supply lasts by forwarding ten cents in coin or stamps for each copy desired. Address—LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

The following stories have appeared:

"The Perils of White Slavery."	March 23d
"The Girl That Wanted Ermine."	March 30th
"The Girl That Was Hungry."	April 27th
"The Girl That Wasn't Told."	May 11th
"The Girl That Studied Art."	May 25th
"The Girl That Was Romantic."	June 8th
"The Girl That Was Weak."	June 22d
"The Girl That Went to See."	July 6th
"The Girl That Was Bad."	July 13th
"The Woman That Succeeded."	Aug. 3d
"The Woman That Is Bohemian."	Aug. 17th
"The Women That Served."	Aug. 31st
"The Girl That Was Poor."	Sept. 7th
"The Father That Was Careful."	Sept. 28th
"A Case of Retrogression."	Oct. 12th
"The Girl That Killed."	Oct. 26th

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Late Autumn Plays

By HARRIET QUIMBY



THE DESERT SCENE AT THE HIPPODROME.
At the base of the Sphinx in one of the great stage pictures in "Around the World."



AN INCIDENT OF "THE RED WIDOW."
Raymond Hitchcock, Sophye Barnard and George E. Mack in a new play at the Ascor.



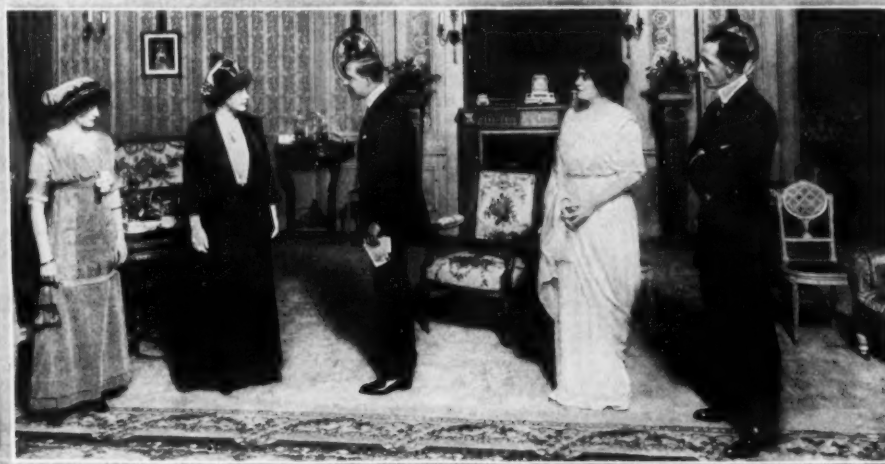
GRETCHEN DALE,
Who is appearing in "Mrs. Avery" at Weber's Theater.



A FUNNY SCENE IN "SNOBS."
Frank McIntyre and Regan Hughston in George Bronson Howard's comedy at the Hudson.



MARY CARTER,
Who will have an important part in the forthcoming production of "Graft."



WALLACE EDDINGER IN "THE ONLY SON."
Vivian Martin, Olive Wyndham, Mr. Eddinger, Louise Randolph and Roy Atwell in Winchell Smith's drama at the Gaiety.



LOUIS RUTTER,
Who is playing in "Passers By" at the Criterion.

A MORE impressive stage picture than the prologue which opens "The Garden of Allah" presents would be difficult to conceive. It is called "The Spirit of the Desert." The title is unusually apt. All the mysticism, the grandeur, the fascination and beauty of the Sahara is concentrated in the one scene where the swarthy Arab dismounts from his camel and bows his head in the sand in making his obeisance to Allah. It is just before sunrise, and the great, silent stretch of sand glows dimly as the motley train, including camels, donkeys, footmen, followed by a couple of mother goats and their little ones, makes its way over its billows. As the sun begins to show over the horizon, these curious figures are silhouetted against the sky, making an exquisite picture and one which I like to mentally retain. The scenic effects throughout the play are marvelous and the pleasure they give is well worth the price of admission. I cannot say enough for this part of the production, but the play itself is a different story.

When Mr. Hichens's book, "The Garden of Allah," was published, it found many admirers because of its literary value as much as for the unfolding of the story. In the book one could forgive the inconsistencies of *Dominie*, the over-romantic woman, and of *Boris*, the Trappist priest who had deserted his

faith, because they lived their lives amid such interesting surroundings, and the characters as Mr. Hichens depicted them were magnetic enough to hold one's interest. In the dramatization these characters, with their lack of practicality, seem rather foolish. The story of the play is by no means worthy of the time and money that have been spent upon it.

In a nutshell, the theme of the play is: *Dominie*, a single woman, of romantic disposition, takes up residence at the Hotel Du Desert, at Beni-Mora, in Algiers, that she may enjoy the solitude and beauty of the desert. She meets there a boorish sort of man, who has sought Beni-Mora for the same purpose. The two become friends and eventually are married. During the honeymoon, which is being spent in a tent in the middle of the desert, *Dominie* discovers that her husband is the former Trappist priest of whom she has been told in the early part of the story. She finds that, although he has deserted his faith, he has an unconquerable longing to return. He is torn between the desire to live his life with her and to return to the monastery. *Dominie* comes to the rescue by persuading him to return to the priesthood. The epilogue of the play shows *Dominie* with her little five-year-old boy, both gazing across the desert toward the monastery where the husband and father has consecrated himself for life.

The play is not calculated to find much sympathy in a theater. Mary Mannering played the part of *Dominie* in a declamatory way peculiarly irritating. She has none of the mysticism and, as far as her appearance goes, none of the romance which should go with the character. Lewis Waller, as *Boris* the priest, deserved the enthusiastic reception which he received. He made the character possible, and whatever illusion the audience enjoyed in the dramatic action of the play was due to the work of this excellent English actor. Jose Ruben, as *Batouch*, a dragoman, presented one of the best sustained characters in the cast. Eben Plympton, as *Count Anteoni*, also proved himself capable.

FRITZI SCHEFF, IN "THE DUCHESS," AT THE LYRIC THEATER.

Fritzi Scheff is about all there is to this attraction. If any one likes her well enough to spend two or three hours waiting for her infrequent appearances and songs during the action of the operetta, well and good. If not, he had better stay at home or seek some other entertainment. Victor Herbert wrote the music of "The Duchess," but evidently his mind was elsewhere when engaged upon this task. After seeing "The Enchantress," Mr. Herbert's subsequent

(Continued on page 529.)

The Great Achievement of Taft's Trip

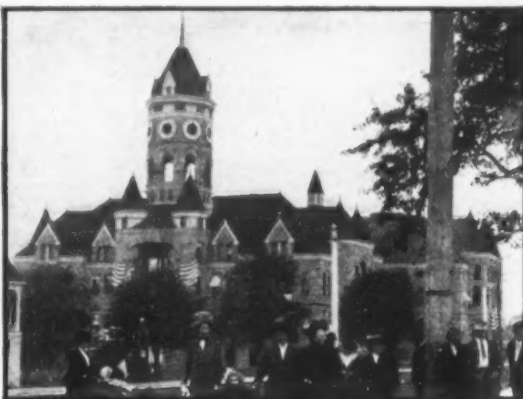
The President's Journey Has Developed an Overwhelming Sentiment in Favor of Abolition of War.

By ARTY ESS, Leslie's Special Correspondent Traveling with the President



STATESMEN HOB NOBBING.

President Taft and Governor Johnson, insurgent leader in California, having a chat at Sacramento.



MOST FAMOUS CLOCK IN THE WEST.

Big timepiece with eight faces adorning the State Capitol at Olympia, Wash., admired by President Taft.



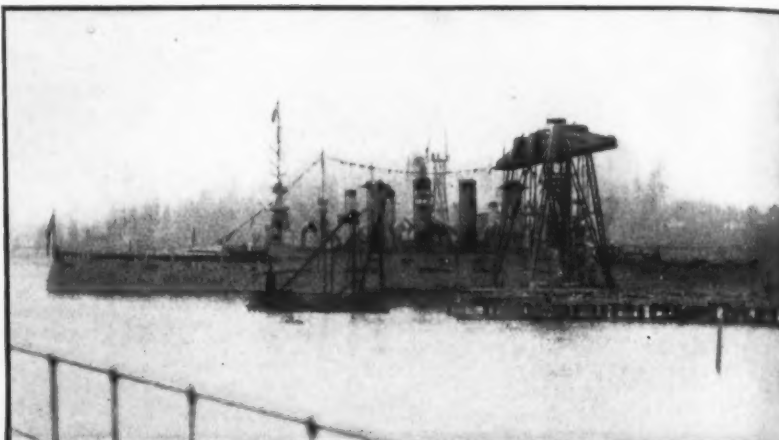
AT CALIFORNIA'S CAPITAL.

The President riding in an automobile at Sacramento amid the plaudits of the citizens.



THE "OREGON" AGAIN IN COMMISSION.

Noted battleship of the Spanish-American War moored in Bremerton, Wash., Navy Yard, at the time of President Taft's visit. She will be the first vessel to sail through the Panama Canal.



SALUTING THE PRESIDENT.

Ships of the Pacific fleet preparing to dip flags and fire guns in honor of Mr. Taft on his recent visit to the Bremerton Navy Yard. Officers and men were greatly interested in their commander-in-chief.

PRESIDENT TAFT'S second "swing around the circle" has proved a victory for peace. He has returned from the far West, secure in the belief that the United States Senate will be compelled by popular sentiment to abandon its objections on technical grounds to the great arbitration treaties negotiated with Great Britain and France and now awaiting ratification.

Quick to feel the pulse of the people, Senator after Senator during the President's trip has assured the executive of his support. Party lines for the time being have been obliterated. Even insurgent Senators have come to the front for the treaties—and whenever an insurgent in these days approves anything that has the Taft hall mark, it is, in the language of the day, "going some." Of course there are some insurgents so blindly prejudiced against anything that Mr. Taft may advocate that they will endeavor to block the ratification of the treaties; but Senator Works, of California, voiced the sentiment of many of the progressives when he declared that, so far as the peace treaties were concerned, he would give Mr. Taft his unreserved support.

President Taft counts the pledges of support he has won for the treaties as the great achievement of his trip, just as his friends look forward confidently to the consummation of the treaties as one of the greatest achievements of any President of the United States.

Mr. Taft has not neglected a single opportunity of late to let the Senators know just where the people stand on this great issue. He had not been "on the road" two days before he felt he had struck a popular chord, and wherever he spoke on the treaties the enthusiasm of the crowds left no doubt of their attitude. The President took particular pains to address himself to the subject of peace whenever there was a Senator around, and, getting these statesmen right before their own constituents, he found it comparatively easy to induce them to promise to support the pacts at the coming session of Congress.

Counting the pledges he received on his tour of the West and those already given in Washington, President Taft now is certain of success, despite the adverse report from the Senate Committee on Foreign Relations. He also is assured that the treaties will go through in all essential respects in their original form. One or two minor amendments already have been agreed to by Mr. Taft. One of these is in magnanimous deference to the prerogatives of the austere upper branch of the national Legislature. The treaties in their present form give the President the absolute right of appointing members of a proposed high joint commission to make a preliminary inquiry into



THE FLEET'S DISTINGUISHED VISITOR.

The President going ashore after inspecting a naval vessel at Bremerton.

any question that may be made a subject of arbitration. Mr. Taft has agreed that this shall be changed so that the Senate shall have the power to confirm

Taft's Arguments for Peace.

Europe is now an armed camp. Every nation there looks to us to lead in bringing about permanent peace.

They know we are not seeking peace because we are afraid to go to war. We are not afraid of any nation on earth, as you know and everybody knows. We are big enough to exercise a moral restraint, to stand by and say we prefer peace, and are willing to take insults from a little whiffet that we don't care anything about, rather than to bring on war.

The Senate says we ought to reserve the right to say what we will and what we will not arbitrate. Why? Arbitration that does not embarrass us sometimes is not an arbitration worth having.

We shall be lacking in an appreciation of our duty if we do not take our place at the head of the column and say to the poor common people and to the plain people of all the world, and especially of Europe, where they are burdened down with great armaments, "We will lead you on and we will take every step possible to abolish that awful curse of war."

The burden of war falls on the plain common folk, the workmen and the people who are called upon by enlistment or by draft to go into the ranks and furnish food for powder. They have to pay the taxes and they have to pay the bills, whether it be of blood or money. There are only a few who lead in feathers and gold lace and who get the glory. I am glad to know it is the plain common people who are so strongly in favor of these treaties, both in this country, in Great Britain and in France.

the appointments. To a majority of the people this point seems a trifling one. To the Senate it seems paramount.

Senator Cummins, of Iowa, insurgent of the deepest dye, made the startling discovery that the treaties as they stand did not provide that the American representatives on the high joint commission should actually be Americans. He unfolded this discovery to the President.

"I haven't the slightest objection to having that corrected," said the President. "If any one can conceive the possibility of a President of the United States appointing South Americans or South Sea Islanders on an arbitration commission to represent the United States, it is just as well to have that possibility removed."

The President has made many effective speeches and many effective arguments in favor of the peace treaties. He has, in describing the treaties, robbed them of all their technical and diplomatic phrases.

Likewise, in illustrating how ridiculous war is in settling a point of honor, he has referred humorously to the days of the duello and the "wager of battle." Of course that good old word "justiciable," which had remained in obscurity in the big dictionaries for so many years until Secretary of State Knox and his co-workers on the treaties pried it from its resting place and dashed it upon an unsuspecting public, has crept into the President's remarks; but he always has been thoughtful enough to explain it.

"Of course you know what justiciable means," he says, with a grin; and then, knowing that his hearers don't know, he proceeds to explain that justiciable means a subject to which the rules of law and equity can be applied. Old "justiciable" is a very proper and very carefully selected word, and plays an important part in meeting the arguments of those who would base their objections to the treaties on the ground that they would throw the Monroe Doctrine and the exclusion of undesirable aliens into the field of arbitration. Mr. Taft has answered that the Monroe Doctrine cannot be deemed justiciable under any possible interpretation of the code of international law. It is a fixed principle.

And the same way with the question of immigration. Under the code of international law, each country has the absolute right to say what peoples shall be admitted to its shores and what excluded. No other nation can interfere, unless there has been a violation of a specially made treaty between the two nations in dispute.

"Why, we could exclude red-headed-men if we wanted to!" exclaimed the President, in one of his speeches. "But, of course, we don't want to, for

(Continued on page 527.)



A. C. TRUMBO,
The Trans-Mississippi Commercial
Congress's Executive Chairman.



R. F. H. GOULD,
of San Francisco, one of the Trans-
Mississippi Commercial Congress's
vice presidents.



COL. FRED W. FLEMING,
of Kansas City, President of the Trans-Mississippi
Commercial Congress.



WALKER HILL,
of St. Louis, a vice president of the
Trans-Mississippi Commercial Congress.



M. M. SWEETMAN,
of Kansas City, Program Chairman
of the important gathering.

The Problem of Western Trade

By A. C. TRUMBO, Executive Chairman Trans-Mississippi Commercial Congress.

EDITOR'S NOTE.—The effort of western communities to organize for the development of their commercial interests is one of the big things in our business life. A. C. Trumbo is a banker of Muskogee, Oklahoma, and has been identified with western business advancement for many years.

A MIDDLE West business man who has been a close student of affairs took, last summer, a motor-car tour through New York and the New England States. He came home with this report: "We never can catch up with the East until we get manufacturing. They do more business and employ more labor in single towns through which I passed than we do in whole States. If we are to prosper, we must go down East and secure some of their factories and bring them West or build some of our own. The West must wake up, stop knocking on capital and utilize its products and labor."

The twenty-two States lying between the Mississippi River and the Pacific are long on area and hope and short on every phase of business except the producing of raw material. During all the half century of its development, the West has given its real attention to crop production. It has been content to ship its cattle to the packing houses on foot and ship them back as meat. It has shipped its wool to Boston and shipped back its clothing. It has filled its barns with farming implements made a thousand miles away and its parlors with furniture from Michigan. So many of its young people go away that, when it has a bumper wheat crop, it must import labor. Its towns are growing, but its farms have scarcely more population than a quarter century ago. Some Western States have even lost population in the past decade, and, except where new land was opened, none has made a gain as large as that to which its birth rate entitled it.

Perhaps the Westerner fails to understand some of the things that have made the East the manufacturing end of the nation, but he has not lacked in willingness. There is scarcely a Western town of consequence that has not at one or more times in its career paid a liberal bonus for the establishment of a factory. Usually the experiment has been a failure. Instead of the factory being secured on the merits of business, it was relocated for the money paid. When the factory proved a failure, it closed up and the town paid the bonds—or repudiated them, as was sometimes the case.

Railroad rates have been always a hindrance to Western manufacturing. Not until lately has there been such readjustment of rates and basing points as put the manufacturer on a comparative level with his Eastern rival. One thing more is needed to settle this important factor—water transportation. That it is possible to a far greater extent than to-day practiced is evident to any one who studies conditions. Western people believe in it. Every city on the Mississippi and Missouri rivers and on the Arkansas and other tributaries, so far as there is a possibility of floating vessels, is asking for government aid in waterways. Kansas City has raised a million-dollar boat-line fund and has placed its first boats on the Missouri River to bring to its doors the advantages of inland-water navigation. Muskogee, Okla., raised liberal funds and placed its first freight boat on the Arkansas two years ago. But the government must help, and toward this end are the Western business men working.

The biggest proposition before the Western States in the development is organization. Individual effort does not count for much when a town is a thousand miles removed from the business center of the country. It means a hard struggle when there is only the limited effort of a single community. So the West has many organizations in which are united the workers for trade. Some of these are class institu-



REVIVAL OF RIVER TRAFFIC.

Kansas City Boat line's first freight vessel running on the Missouri.

tions; many are to a degree local. Only one is so general as to embrace all the trade territory. The Trans-Mississippi Commercial Congress has for twenty-two years been the representative of the larger business and trade interests of the Western States. Its sessions, held annually, have attracted the attention and encouragement of the best leaders in Western business and legislation. William Jennings Bryan was one of its presidents, the late Senator T. F. Walsh was another, as was former Governor D. R. Francis, of Missouri. Men of affairs, like Harriman and Senator Root, have come to address its members, and the work has been constructive in the largest sense. It has been the initiative force of many a nation-wide movement that has been to the advantage of the West.

The congress will meet this year in Kansas City, November 14th-17th, and will be on a more practical basis than ever. Its president is Colonel F. W. Fleming, one of the leaders of business activity in Kansas City, Western-made and self-made. He has been influential in the business organizations of Kansas City and director of its commercial club, one of the most active institutions of its kind in the West.

It is such men that are trying to work out the Western States' problem. This thing they realize: they must awake to the need of capital and of manufacturing, or the West will continue to be a producer of raw material. The commercial club idea has already taken on new life. In early days the average Western commercial club was merely a boasting, booming institution. It had neither firm basis nor

business management. To-day the commercial club is a fixture. Usually it is incorporated; it maintains headquarters and a paid secretary. The work of one club was outlined by its secretary: "We decided that boasting was not enough. We raised a fund and went after business. We decided that we must seek real industries, and one by one we have brought them. But we realize, too, that we must have co-operation."

This co-operation is what the business men are endeavoring to do through their big congress. If they can awake the people to an understanding that capital is the friend and not the foe of development, that railroads are needed for the growth of the country and that they are entitled to such treatment as is accorded to other business institutions, that they must cease attacking every man with a dollar, they will make progress.

Western trade is essentially an agricultural community proposition. It is based primarily on crops. The West is learning how to grow such crops as will give a fair average of wealth even in a poor season. It has passed the experimental stage. Trade during the past two years has been moderate, largely because the financial interests have been disturbed. The West is prosperous, but it is also at the mercy of the great business centers for the activity which it deserves. If it can build up its own factories and make some of the things that its people use, it will be more largely self-supporting and be adding to its own savings. Its possession of property and of a home market will give to its people a confidence and standing that they can never obtain otherwise.

The day has passed when the sensible Westerner was obsessed by an idea that he was being oppressed by any one or any section of the country. He has learned better. But he has not yet been able to acquire a point of view that makes him feel himself wholly one with the East. He has through all his experience in the West been building up a pride in his own section, and this will continue. Until he also builds up the industries that will give his labor employment and make his towns centers of manufacturing, even if only on a moderate scale, he will be at a disadvantage.

The next decade ought to show more progress than that just closed. The manufacturing impetus ought to make great strides. With such an organization as the Trans-Mississippi Commercial Congress uniting with the commercial clubs, boards of trade and other business associations in one effort to build up Western trade, it should come to the front. Along with it will come a better understanding of what constitutes a State's prosperity and the actual worth of its advancement.

The one important fact is that the West wants more business. On that basis it can gain a foothold. It is striving to adjust its affairs to the betterment of its every-day business. Already several manufacturing plants—one step toward the establishment of branch factories. The other day three special trains brought a large company of capitalists to Kansas City to open an immense plant which is a part of a great industry. They were received not with jeers, but with cordiality and praise for their enterprise. This is an encouraging feature of the Westerner's broadening view. He is taking on more liberal opinions concerning large industries. He is becoming a cosmopolitan. Out of it he will establish a condition that will make the West sought by manufacturers; certainly there is already a warm welcome for them.

Autumn.

SWEETLY sad the leaves' soft rustle
In the elder autumn days,
Like the sighing of a maiden at the parting of the ways—
At the passing of the pleasures
That the future seems to pledge,
Doubtful of the promised treasures
That another life might hold,
Fearful to pass o'er the chasm
Hesitating at the edge.
So the sad leaves softly rustle
In the elder autumn days,
Sighing that the summer's over,
Fearful of the winter's ways
Sweetly sad the leaves' soft rustle
In the elder autumn days.

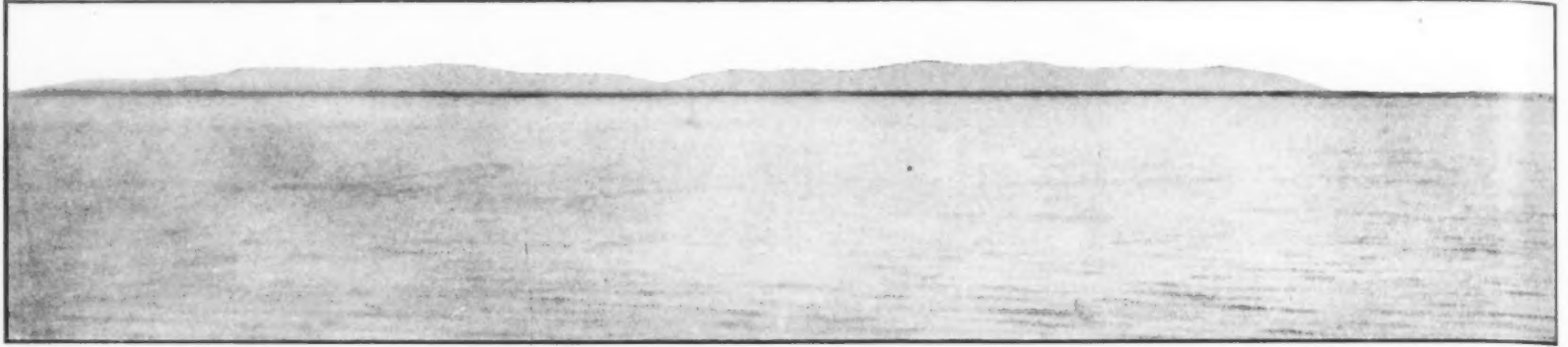
CLARENCE RICHARD LINDNER.

Why Has Alaska Not Had a Square Deal?

WHY HAVE THE ALASKANS BEEN SO SHAMEFULLY NEGLECTED; WHY HAVE ALASKA'S COAL FIELDS NOT BEEN OPENED; WHY HAS THE DEVELOPMENT OF HER GREAT RESOURCES BEEN THROTTLED; WHY HAS THE ALASKAN QUESTION BEEN THE CAUSE OF REPEATED BITTER DENUNCIATION AND MISREPRESENTATION OF THE PRESIDENT OF THE UNITED STATES; WHY HAS ALASKA CAUSED THE DRIVING OUT OF THE CABINET OF A SECRETARY OF THE INTERIOR, THE ATTEMPTED BESMIRCHING OF AN ATTORNEY-GENERAL; WHY HAVE LESSER GOVERNMENT OFFICIALS WITHOUT NUMBER BEEN ATTACKED; WHY HAVE SEVERAL GREAT CORPORATIONS WHICH HAVE UNDERTAKEN TO DEVELOP THE COUNTRY'S WONDERFUL RESOURCES BEEN CRIMINALLY LIBELED; WHY HAVE NUMEROUS PIONEERS WHO HAVE ENDEAVORED TO LOCATE CLAIMS IN THE COUNTRY BEEN TREATED AS CRIMINALS; WHY ARE HALF OF THE AMERICANS THERE APPROACHING A STATE OF ACTUAL WANT AND ON THE VERGE OF BANKRUPTCY; WHY DOES CONGRESS NOT ARISE TO THE CRITICAL SITUATION? IS ALASKA WORTH ALL OF THIS? WHAT ARE THE REAL FACTS?

By ROBERT D. HEINL, Washington Correspondent for Leslie's Weekly.

EDITOR'S NOTE:—Mr. Heinl went to Alaska with Secretary of the Interior Fisher to see whether it has had a square deal. He returned fully satisfied that it has not. His first article, "What Will Our Alaskan Policy Be?" appeared in Leslie's for October 5th, and the others, possibly six in number, treating of the various phases of the situation, will appear in the near future.



CONTROLLER BAY, THE ALASKA HARBOR WHICH THE MUCK-RAKERS SO GROSSLY MISREPRESENTED.

Photo of the Bay, taken at the special suggestion of President Taft by Robert D. Heinl, Leslie's Washington correspondent. The bay, which the muck rakers have called a splendid harbor, is so shallow that deep draft steamers could never get nearer than within three miles of shore.

"ALASKA as she now stands is utterly desolate and all forlorn, unprotected in the extremest sense of the word, weeping at the doors of Congress and begging that her citizens may be permitted to enjoy the blessings of freedom and be protected in their lives, liberty and pursuit of happiness."

Those words were written over thirty years ago by William Gouverneur Morris, a special agent of the United States Treasury Department. They are just as true to-day. We secured Alaska from Russia without bloodshed or strife in 1867. The price was \$7,200,000, an amount now frequently paid for a single public building or even a battleship. Alaska proved to be a country of stupendous, undeveloped natural resources. It is a fact that since 1905 Alaskan products have yearly exceeded \$31,500,000. Alaska has paid for herself nearly fifty times over. With all this the country is still undeveloped, the surface of its wealth barely scratched. In the face of such a marvelous history, the Territory is now and always has been a field of suffering and privation for its citizens. It has been totally neglected and uncared for.

Added to its troubles to-day the Territory is the bespattered target of the muck-rakers. It has served as a cause for a wholly unjustified attack upon the President of the United States, a cruel onslaught which resulted in driving from the Cabinet a Secretary of the Interior, a deliberate attempt to befoul an Attorney-General, a pointing of the finger of suspicion at several great corporations representing capital—the one great need of Alaska—which have attempted to develop the country, and the bankrupting and ruination of pioneer American citizens who have suffered the privations and hardships of a new and rough region.

From the very beginning Alaska has had the worst of it. Major-General A. W. Greely, U. S. A., writes that in the early years of Alaska's history as a part of the United States it suffered from the utter neglect of Congress as regards law and government, so that there were grounds for the application to the Territory of Kipling's aphorism that

Never a law of God or man
Runs north of Fifty-three.

General Greely goes on to say that the President took action by sending the army in 1867 to protect Alaska, but after ten years of stormy experiences it was entirely withdrawn and Alaska was left to its fate. Murder, rapine and lawlessness followed, and the citizens in Sitka appealed for aid to British Columbia and for a time were protected by the British navy. W. H. Dall, another reliable depicter, describes Alaska, at a period from 1867 to 1897, as a country where no man could make a legal will, own a homestead or transfer it, or so much as cut wood for his fire without defying a congressional prohibition; where polygamy and slavery and the lynching of witches prevailed, with no legal authority to stay or punish criminals and generally a good place to keep away from. He states with emphasis that it will be a perpetual testimony to the character of the early American settlers in Alaska, that under the circumstances they bore themselves so well. That is merely the briefest outline of Alaska's past vicissitudes; lack of space forbids the one-half being told. It took this country thirty years to give the Territory a penal code. In 1884 Congress finally gave Alaska a Governor and put into existence the first district

court. After the Nome gold excitement in 1900 a civil government was provided for. And so some slight relief has been afforded by the government, but upon my trip to Alaska with Secretary Fisher I found some amazing conditions.

Alaska's most crying need to-day is cheap fuel. Her population is dwindling for the lack of it; her most valuable natural deposits, gold and copper, can never be properly developed without fuel from the Territory. It is true that there are immense coal fields, containing a deposit which would supply not only Alaska but all our navy vessels in Pacific waters, and, if it could be done profitably (a fact over which there is a controversy at the present time), the entire Western coast. But these coal fields are locked up. Conservationists caused the country to go into convulsions by exaggerated estimates of the value of the Alaskan coal, and the land which contains it is now all withdrawn from public entry. Secretary Fisher was taken to Alaska in an oil-burning steamer and returned on a United States revenue cutter burning British Columbia coal. The coal question, however, is quite a separate, lengthy and



CELEBRATED FRATERNAL ORDER.

Secretary Fisher and several of his party were initiated into the Alaskan brotherhood, a secret organization of high standing. The photo shows the "A. B. S." in the Secretary's party. Left to right, Thomas Gorham, classmate of Secretary Fisher's son, J. J. Underwood of the Seattle "Times," Mr. Heinl, Governor Clark of Alaska and Secretary Fisher.

painful epoch in Alaska's history, and it will be gone into in another article at proper length. My opinion may change, but after what I have seen and heard in the Territory I am convinced that the greatest value for Alaskan coal will be its use for the development of Alaska. After the expense of mining the coal has been overcome and the transportation cost paid to the Pacific coast of the United States, it is doubtful if any huge fortune will be made when that product comes into competition with coal from the near local British Columbia, Washington and other fields.

I was surprised to find that in all Alaska—a Territory so great that if one extremity of its shore line could be placed in California, another would be found in Texas, a third off North Carolina and the other in the Great Lakes—there are barely two hundred and fifty miles of standard gauge railroads constructed. Seventy miles of this track are now streaked with rust, its cars are idle—an exhibit of the present-day inactivity. Where Alaska should be echoing with the construction of railroads—a prime necessity of development, because the government and the conservationists have blocked the opening of the coal mines which would now be in existence—everything is silent.

I was amazed to learn the slight aid our government has given to navigation in Alaskan waters.

Nobody has ventured to estimate the total number of lives lost, but in the past thirty years 160 vessels have gone down, aggregating in property loss the stupendous amount of nearly \$7,000,000—a frightful and appalling record. In 610 miles of British Columbia waters traversed by our vessels, according to the *Railway and Marine News*, there are 105 lights. On the 4,500 miles of Alaska coast served by United States vessels, there are but half the number of lights in the British waters mentioned, a hopeless forty-seven—one light for about every hundred miles. It is said that many of the dangerous rocks were discovered and charted as the result of ships going down on them. There is only one United States life-saving station in the entire Territory. Could there be a stronger indictment of neglect?

Here are other conditions I found which made me wonder: Alaska has no quarantine law. No compulsion may be exerted in the isolation of a person who has smallpox or any other loathsome disease. No record is kept of births and marriages. Governor Clark, of Alaska, told me of a pitiful case of a young girl legitimately born in Alaska who lost a considerable amount in inheritance because there was no legal or regular record of the marriage of her father and mother. No provision is made for the care of destitute persons. Census returns show that, while the population of Canada increased in American citizenship at the rate of 11,800 each month for the year ending 1911, the population of Alaska increased only 767 in ten years. I found that Alaska, which should offer every opportunity for our settlers and more than Canada, is actually going bankrupt in American manhood; for, while the population increased only 767 in ten years, the increase in women and children has been nearly forty per cent. There are fewer men in Alaska to-day than there were ten years ago. The exodus of Americans to Canada last year was said to number 200,000 and they are estimated to have taken with them money and personal property to the value of \$125,000,000. If Alaska was developed, as it could easily have been by this time, these citizens and their possessions might just as well have gone there.

With all these troubles, why, then, should Alaska be burdened with the additional curse of the muck-rakers? Why did the conservationists pick Alaska for the goat? There is a large amount of public land in Hawaii, also Porto Rico and the Philippines. Alaska is larger than either of these, we have had it longer and it is our only extra-territorial possession almost wholly populated by Americans. Why were not Porto Rico and the Philippines singled out? Because the basic idea of the conservationists is that it is inherently wrong to pass title in fee to lands and resources belonging to the United States to private individuals. Alaska had a large amount of unadministered coal land. The conservationists had begun to be a power about five years ago. They discovered that Porto Rico and the Philippines had been permitted to administer their own public lands. That was where poor Alaska lost.

Secretary Ballinger had seen the marvelous development of the West successfully carried out through the operation of the public-land system, now extended to Alaska. Mr. Pinchot, then chief forester and head of the conservation movement in America, was disgruntled because his friend, James R. Garfield, had been left out of the Cabinet by President Taft. There was an immediate clash. Mr. Ballinger stood firmly for the carrying out of the laws as they were written, and Mr. Pinchot for their suspension by

(Continued on page 523.)



Secretary Fisher with Father-in-law, Alaska Indian, Alaska Geol. Secretary to



The party to the railway to the Alaska S.

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Deal?

Secretary Fisher's Remarkable Journey



HOLDS A NOTABLE CONFERENCE IN YELLOWSTONE PARK.

This was the first time in the history of our neglected national parks that there was a meeting of those interested in the people's playgrounds. It was the idea of Secretary of the Interior Fisher to assemble the various park superintendents, concessioners and railroad officials. Secretary Fisher was greeted with enthusiasm. The photograph, taken at the new Canyon Hotel in the Yellowstone where the meetings were held, shows (seated, left to right) Secretary Fisher; H. S. Graves, Chief Forester of the United States; Carmi A. Thompson, Assistant Secretary of the Interior, now in charge of the administration of the national parks; Clement J. Ucker, Chief Clerk, Interior Department. (Standing, front row, left to right) Thomas Cooper, Assistant to the President, Northern Pacific Railroad; Clarence J. Blanchard, Statistician U. S. Reclamation Service; L. L. Schmeckebier, Interior Department; Robert D. Heintz, Washington Correspondent Leslie's Weekly; Louis W. Hill, President Great Northern Railroad; L. S. Gilman, Assistant to the President, Great Northern Railroad. Among others in the group are Arthur G. Wells, General Manager Santa Fe Railway Coast Lines; Ford Harvey, Manager Santa Fe System Dining Cars and Hotels; David E. Burley, General Passenger Agent Oregon Short Line; Charles S. Fee, Passenger Traffic Manager Southern Pacific; H. W. Lehmer, President Merced & Yosemite Valley, Railroad; H. W. Child, President Yellowstone Park Association Hotels; W. T. S. Curtis, Arlington Hotel, Hot Springs, Ark.; James R. Hickey, M. Y. Stage Company, Yellowstone Park; William J. French, Superintendent Platte National Forest; Harry H. Meyers, Superintendent Hot Springs Park, Ark.; Walter T. Frye, Superintendent General Grant National Park; Samuel E. Schoonmaker, Mesa Verde National Park; William Steel, Crater Lake National Park; Robert Marshall, United States Geological Survey; Major William R. Logan, Superintendent Glacier National Park; J. Horace McFarland, President American Civic Association; Colonel Lloyd Brett, U. S. A., Superintendent Yellowstone National Park; A. W. Miles, President Wylie Camping Company; Major Forsyth, Superintendent Yosemite National Park and Hoke Smith, Great Northern Railroad.



ON METLAKATLA ISLAND.

Secretary Fisher had an interesting conference on this island with Father Duncan, the famous Scotch missionary to the Metlakatla Indians. Left to right: Dr. A. H. Brooks, Chief of the Alaska Geological Survey; Father Duncan; Mr. Gove, Private Secretary to Secretary Fisher; Secretary Fisher, and Walter T. Fisher, the Secretary's son.



A RISKY TRIP ON CONTROLLER BAY.

The Secretary while in Alaska investigated the charge that the Guggenheims had secured a monopoly on Controller Bay, claimed to be one of the finest harbors in Alaska and the only outlet to the Bering River Coal Fields. He found all these statements false. The waters of the bay, stirred up by the wind, so imperilled the party that it left the boat and took to the shore. Dr. Alfred H. Brooks in the light suit, Secretary Fisher with the cap, Walter T. Fisher, standing.

In the course of the Secretary's travels, Alaska was visited and all the trouble centers there were covered. A territory calling forth about five thousand miles' travel was included in Alaskan waters alone. Every form of travel, possibly except aeroplane, was indulged in during the Secretary's



NOTABLE PASSENGERS ON A HAND CAR.

Secretary Fisher and party were taken for a ride to the abandoned Guggenheim properties near Katalla, Alaska. Secretary Fisher is in the middle of the group. To the left are Governor Walter E. Clark of Alaska and Dr. A. F. Brooks, of the Alaska Geological Survey.

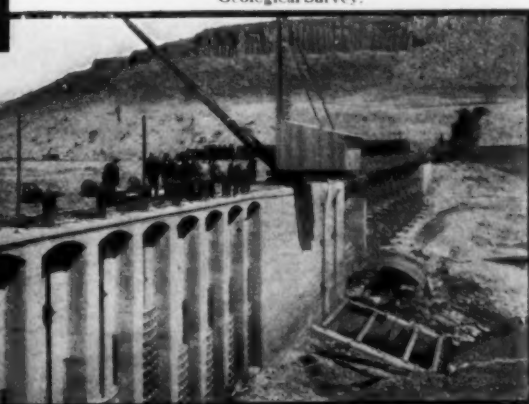


A VISIT TO CORDOVA, ALASKA.

The party took an extended trip over the Copper River and Northwestern Railway to the famous Bonanza Copper mines. Left to right: E. C. Hawkins, General Manager Copper River Railroad; R. J. Berry, agent Alaska Steamship Company; Secretary Fisher and Walter T. Fisher.

WALTER L. FISHER, Secretary of the Interior, recently made one of the most remarkable and longest journeys ever undertaken by a high government official. The trip lasted over a period of more than two months. Eighteen States and four Territories were visited, and a distance of something like seventeen thousand miles was covered.

journey—railroad, horseback, stage, handcar, hard hikes by foot—all sorts of transportation means were called into play. The Secretary saw wild bear, elk, eagles and what not. He was in the range of glaciers and boiling geysers, icebergs, thousands of feet above ground on snow-capped mountains and a half a mile below the surface of the earth in a gold mine. All



INSPECTING THE BOISE IRRIGATION WORK.

This is in Idaho, one of the largest projects of the United States Reclamation Service and will embrace the highest dam in the world. Secretary Fisher's party included Frederick H. Newell, director of the Reclamation service and numerous engineers of the service.

sorts of food were indulged in. At one time in Alaska there was a feast on the table of mountain goat, moose and mountain sheep. It was altogether such an experience as the modern-day American traveler could hardly conceive as a possibility within the bounds of his own great country. The trip was enlightening and enjoyable.

R. D. H.

People Talked About

TOURNAMENT riding is still a popular sport in certain parts of America. During recent years some of the best horsewomen of the South have taken up "tilting," and Maryland is perhaps the leading State in the Union for what is known as "the ladies' tournament." The "fair maids" are put to the same test as the "sir knights" in the feat of using the lance in taking off rings while the horse goes at full speed. At a recent exhibition of this kind, at Fallston, Md., witnessed by two thousand people, Miss Nellie Ruth Bagley, of Bagley, Md., was the successful contestant, making a perfect score in three trials. This is a remarkable record for a woman. Miss Bagley is fair-haired, with a sweet face and unassuming manner. This was her first appearance at a public tournament.



MRS. C. H. MILLER
MISS
N. R. BAGLEY,
Of Maryland, who made a remarkable record in tournament riding.

MRS. R. T. LOWNDES,
Of Kentucky, owner of many fine show horses.



J. P. PRESS BUREAU
MISS
POLLY PAGE,
A young society woman barred from a horse show for riding astride.

FOR SOME years past one of the most interesting sights at the Bryn Mawr (Pa.) horse show has been the little company of girls, all of the most exclusive set, who have appeared in men's attire, riding astride. One of the prettiest of the leaders of this set was Miss Polly Page, the dashing young horsewoman seen in the accompanying photograph in her unconventional riding costume, as she appeared at the shows. Lately the managers of the horse show at Bryn Mawr declared against the cross saddle for women, and no woman riding astride was permitted to enter the ring or take part in the contests. The decision raised a storm of protest, but the directors stuck to their decision.

RESIDENTS of the national capital are much interested in the fact that Mrs. Sarah T. Andrew and her son, Herbert B., have matriculated at law schools in Washington, with the intention of pursuing regular law courses and afterward practicing law. The mother and son propose to form a partnership in professional work. Mrs. Andrew is the wife of an employee of the government printing office and is vice-president of the Missouri Society. She is a woman of exceptional ability.

NOT LONG ago the officers of the Hahnemann and Presbyterian hospitals, in New York, were surprised to learn that the late Mitchell Valentine had bequeathed to each of these institutions the sum of \$1,146,826. Nobody connected with the hospitals could remember ever having seen or heard of Mr. Valentine. Finally Superintendent A. W. Weismann, of the Hahnemann Hospital, recognized a picture of Mr. Valentine as that of a man who, three years before, had called and made exhaustive inquiries regarding the hospital. The man was plainly dressed and did not appear to be a person of wealth, but he was treated most courteously.

A GREAT variety of honors have been paid to Andrew Carnegie, the eminent captain of industry and philanthropist, because of his many benevolent gifts. The latest of these was the conferring upon him of the freedom of the famed and ancient city of St. Albans, England, in recognition of the gift of a library to that town. The affair was a somewhat ceremonious one, and it included a formality which was less serious than upon its face it seemed to be. This was the taking of the oath of allegiance to the King of England, and the fact that this was done gave rise to no little facetious comment. Mr. Carnegie, however, by no means intended to surrender the American citizenship which he prizes so highly. He simply followed the custom in such cases, dating back to the seventh century. He afterward remarked that he himself was an American sovereign, and further said, "We fellow-kings are friendly with each other. If King George obeys me as well as I obey him, it will certainly be a square deal."

IN A Cincinnati suburb, "Bunk," a big English bulldog, and Harry Martin, a mounted policeman, have become fast friends. "Bunk" waits for Martin to come along on his rounds through Walnut Hills and Hyde Park, and barks frantically till the officer dismounts and lifts him to the horse's back. The officer then remounts and the dog and officer patrol the beat, apparently to the delight of the dog, which sticks to the horse's back without difficulty. "Bunk" does not care to ride with any other officer. He belongs to a druggist. The dog does other unusual "stunts." He carries a bottle of milk up three flights of stairs, holds a pipe in his mouth as if smoking it, goes to the grocery and returns with packages, and takes care of a baby for a busy mother.



SCHMIDT
TWO FRIENDS ON
PATROL.
A Cincinnati mounted officer, who has taught an intelligent bulldog to ride with him on his daily rounds.

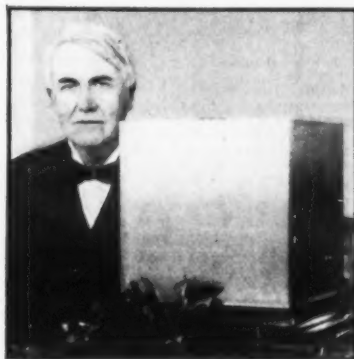


HARTMAN
MISS EMILY
HOUSE,
A California teacher, sixty-five years young, who rode on horseback seventy-five miles to a teachers' institute.

MRS. RICHARD TASKER LOWNDES, of Danville, Ky., the foremost woman owner of fine-gaited show horses in the West and South, is only surpassed in number of mounts by Eastern show horsewomen. Mrs. Lowndes is one of the wealthiest women in Kentucky and is a leader in society. Her horses have taken many prizes at Madison Square Garden, New York, and in various shows in Chicago and the North and East, as well as being the largest winners of honors of any stable in the South or West. She finds recreation in personally taking her horses over the Western and Southern circuits, and is noted as an unerring judge of fine horseflesh. Her principal winning horses are: Edna May, the largest winner of ribbons in the American show horse rings; Kentucky's Choice, and Kathleen Sheridan, the young walk-trot mare beginning to be recognized as a coming champion. Mrs. Lowndes has other winners of premiums of less importance.

AMONG the multitude of persons who enjoy a row on the River Thames in England is now included a royal oarswoman. The Duchess of Albany, widow of the first Duke of Albany, in obedience to medical advice, rises early every morning and indulges for a half hour in the exercise of rowing. She usually takes a two-mile spin.

NEVER before did any man receive such a testimonial of esteem as that lately presented to the celebrated inventor, Thomas A. Edison. Mr. Edison's inventions have greatly stimulated the use of copper, and some time ago he facetiously remarked that he had done so much for the copper trade that it ought to give him a good, big lump of the metal. The other day this suggestion was taken in earnest, and, at a luncheon given in his honor at the new Grand Central Palace, in New York, Mr. Edison was presented by American producers and consumers of the red metal with a solid cubic foot of copper, weighing four hundred and eighty-six pounds. The inventor expressed his high appreciation of the unique gift and remarked, "It ought to make a good paper weight." The casting of such a mass of copper was attended with some difficulties, six attempts being made before a perfect specimen could be obtained.



COURTESY N. Y. EDISON CO.
UNIQUE GIFT TO EDISON.
The famous inventor and the cubic foot of copper presented to him by American producers and consumers of that metal.

went to California from New England when a young woman and has spent her life since in the mountain districts, and she has had a marked influence upon the citizenship of that part of the State. The man in the picture standing at the head of the horse is Edwin Hyatt, State superintendent of public instruction, California.

THERE was a pathetic incident at the first reunion of Civil War veterans, at Hartford, Conn., recently. The old soldiers rode through the streets in automobiles, and as they passed the home of Mrs. Ann Cummings she vigorously waved from an upper window a flag which had been her late husband's pall. Mrs. Cummings is an aged woman, and, overcome by her emotions and wearied by her exertions, she fell back from the window fainting. She was afterward found lying unconscious on the floor, with the treasured flag upon her bosom. Naturally the incident increased the veteran's esteem of the aged lady.

ASCHOOLTEACHER in California recently displayed noteworthy enthusiasm and devotion to her calling. She is Miss Emily House, who manages a country school at Burnt Ranch, in the Golden State. Miss House, although sixty-five years of age, rode a spirited horse for seventy-five miles, in



ESTES
MADAME NORDICA,
The opera star, singing at the groundbreaking of the Panama-Pacific Exposition, San Francisco.



TRANS-ATLANTIC CO.
MR. CARNEGIE HONORED AGAIN.
The millionaire philanthropist receiving the freedom of the city of St. Albans, England, for creating a library. All the officials of the ancient city and a number of other prominent persons attended the notable ceremony, including the Hon. Whitelaw Reid, the American Ambassador to the Court of St. James. Mr. Reid is seen in the picture seated next to the lady at the right. Mr. Carnegie was enthusiastically applauded.



SCHMIDT
MEN WHO FOUGHT IN FORTY-FOUR BATTLES.
Officers of the Fourth Ohio Volunteer Cavalry, who served five years during the Civil War, attending the celebration of the fiftieth anniversary of the regiment in Cincinnati.
Left to right: Rev. J. H. Baldwin, Chaplain; Capt. R. P. Rifenberick, only surviving commissioned officer; Lieut. Col. Thomson; E. D. Lowell, color bearer; John A. Pitts, president; Lucien Wulain, secretary; J. Quinton, treasurer.



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"Delicious" COOK'S IMPERIAL EXTRA DRY CHAMPAGNE

Served Everywhere

Why Has Alaska Not Had a Square Deal?

(Continued from page 520.)

executive order. It was easy to attract public attention on the plea of saving the resources of Alaska "to all of the people of the United States." Then followed the most scandalous and unjust muck-raking campaign this country ever heard of. Mr. Pinchot's accusations against Mr. Ballinger were never borne out by evidence. A majority report of the Ballinger-Pinchot joint congressional investigating committee completely exonerated the Secretary of the Interior. The hearings were a series of cleverly laid traps to catch the Secretary and his associates in some supposed wrongful thing. A report freely circulated by enemies of the administration would indicate that some of these traps had been successful, but a careful reading of the testimony does not bear this out. Secretary Ballinger, spent in purse as the result of the expense of the protracted legal proceedings, tired and disgusted with the muck-rakers, finally resigned. At the conclusion of a tribute to Mr. Ballinger's service for the administration, the President wrote, "I do not hesitate to say that you have been the object of one of the most unscrupulous conspiracies for the defamation of character that history can show."

Alaskan muck-hurling was then at its zenith. It since has hardly ceased. We told in our previous article, "What Will Our New Alaskan Policy Be?" how Secretary Fisher nailed the Controller Bay lie. Inasmuch as a leading muck-raker has challenged the statements of what the Secretary found to be the real facts there, as stated in *LESLIE'S WEEKLY*, it gives me pleasure to reiterate. I take full responsibility for every assertion made. It had been proclaimed far and wide, in words of terror and despair, that the Guggenheims, through Richard S. Ryan, a promoter, had gobbled Controller Bay, the finest harbor in Alaska and the only one from which the valuable Bering River coal fields were accessible. I found after an investigation on the ground, as did Secretary Fisher, though he has never stated the result in these words, that Controller Bay is the worst harbor of many that we saw in Alaska. Our boat, containing Secretary Fisher, met such rough water there, though it was only a slight blow overhead, that for personal safety we made a landing and walked seven miles on the shore in a rain storm to Katalla, the nearest village. It was a picturesque tribute to that splendid harbor that the Secretary of the Interior and the Governor of Alaska were forced from its billows in the fear that their boat might not be able to weather the sea which was then running.

As for a monopoly, the President has stated at the proper time what every Alaskan knows, that any American citizen can get the same rights that Ryan now has in Controller Bay, because very little of the shore line has been entered and the government retains eighty rods of the shore front between all private entries, which are limited to one hundred and sixty rods for each entry. These conditions absolutely prohibit monopoly. I found not the slightest ground for the accusation that there was an agreement between the Guggenheims and Ryan. To the contrary, it was told to me on the highest authority that these parties had been unfriendly to each other. More to the point, I saw where the Guggenheims had already sunk a vast amount of money attempting to build a coal terminal in the near vicinity of Controller Bay, resulting in the destruction of their property by the unruly currents, ice-floes and high winds which prevail in that section. Thus the Guggenheims demonstrated conclusively long before Ryan came on the scene that Controller Bay was practically worthless for terminal purposes. They found it extremely shallow, much exposed to the ocean and that the shore (particularly at the point where the Ryan claim is) could not be reached by deep-draft vessels. Their cargoes could be discharged to the shore only with the aid of a trestle, something like four miles long, over an ever-shifting-bottomed marsh.

Allowing that the Ryan landing is a good one—which, as I have said, my trip to Alaska thoroughly convinced me that it is not—it is not the only entry to the Bering River coal fields. That explodes another anti-administration myth. It is hardly necessary for anybody

(Continued on page 524.)

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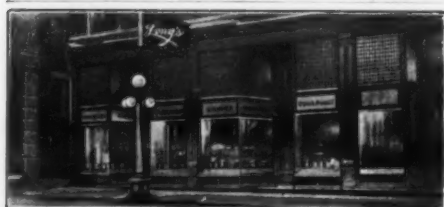


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In my literature I tell you all about them, about men who have made big money with the machine, and the men tell you how they did it. It's very interesting reading.

Making money isn't nearly as hard as it seems. Half of success is in making the start—the other half is nerve, judgment and a good proposition. I have the proposition—you have the courage—nerve—judgment. Put the three together **now** and make money as I did. At least investigate. Look into the proposition. Get my story, and the story of other men who are making money with a Long Popcorn Crispette Machine. Write today.

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Why Has Alaska Not Had a Square Deal?

(Continued from page 523.)

to further come forward to say that the accusation in the now famous "Dick to Dick" note was as cruel and false as it was unwarranted. It had been alleged that a postscript to a letter had been discovered, in which Richard Ryan was declared to have written to Secretary Ballinger, asserting that Charles P. Taft had been seen and had aided Ryan in securing a patent to his claim. President Taft dismissed the incident sufficiently when he bitterly arraigned the persons responsible for the spreading of such stories. He added, "The intensity of their desire to besmirch all who invest in Alaska and all who are officially connected with this administration operates upon the minds of weak human instruments and prompts the fabrication of such false testimony as this postscript."

And so Alaska, the innocent bystander, gets clipped by every brickbat that is thrown. Development there is worse than at a standstill. Individuals and capitalists hesitate to expend their efforts in seeking to discover more natural wealth, lest it be taken from them by a government policy yet to be formulated. It is a pitiable condition of affairs, which we will in another issue attempt to further diagnose. Suffice it to say, in the interval, that it is about time for the muck-rakers and conservationists to quit howling and out of all decency to attempt to right at least some of the wrongs for which they have been directly responsible. Likewise, it is high time for Congress and the best element of the press in the country to wake up and give Alaska something she has never had—a square deal. That is what we should all stand for from this time forth.

The House of Silence.

(Continued from page 516.)

meadows of Surrey and the hills of New England, what you years ago dreamed in your own first, fresh, clean, boyish dream—your own highest ideal—you have made it a nauseous mess of secret meetings, of frightened scurrings, of sordid, stolen nights; of hated, remorseful mornings, of drunkenness and lies.

I quarrel with no honest man's honest definition of an honest morality. But I do quarrel with shuffling, with sneaking, with compromise. If you believe that the present ordained, if not accepted, standard of monogamous relationship and public marriage is right, then you must believe that the evil assignation house should go. If you do not believe that the present system is right, then you must believe that the hypocritical assignation house must go, anyhow. Let us at least be open and honest. Upon this one point there is no opportunity for difference of opinion: under any sort of true morality, the assignation house must go. There is no place for it.

Americans Vex a Prince.

PRINCE ADALBERT, third son of Emperor William of Germany, is quoted as saying, "Americans have no manners. They are the rudest people in the world." The occasion for this remark was the refusal of certain young Americans summing at St. Moritz to accept an invitation to a dinner given by the prince. Tennis was a favorite sport at St. Moritz with the young Americans, and the prince, being a good player, made many friends among them. He planned to give a dinner to some German nobles on the same day that Miss Florence Johnson, of Philadelphia, was to give a dinner to her American friends. The prince knew that she was to entertain, but he thought that his royal will would not be disregarded. The young people, however, declared that they would not disappoint Miss Johnson on any account. The prince waxed wroth, and his indignation was further increased when, on account of religious scruples, Bernard Dell, the well-known athlete of Princeton University, declined to play tennis with the prince on Sunday. Every true American must rejoice at the self-respect and independence of his fellow-countrymen abroad in not bowing down to a callow young prince. The commands of royalties of even higher rank than Adalbert had sometimes been disregarded by self-respecting Americans.

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Get a Torrey Razor—the Best Made.

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But tire users expect a Goodyear device to be utterly perfect---the very best of its kind. So we have waited three years to know that we had it. Now we offer you an ideal Non-Skid tread---a fitting addition to No-Rim-Cut tires.

The Double Tread

This Non-Skid tread is almost as thick as our regular tread. It is vulcanized onto our regular tread, giving double thickness to the part that wears.

Think what that means. Instead of cutting these projections in our regular tread, we add another tread of the toughest sort of rubber. A rubber tread can never be made more impervious to wear. When it does wear off you still have left our regular smooth-tread tire.

Another result is that you get a tire which is almost puncture-proof.

Deep-Cut Blocks

This extra-thick tread permits deep-cut blocks, and these blocks widen out at the bottom, so the load is spread over as wide a surface as it is with the smooth-tread tire. Note how we set them---so the edges and angles grasp the road surface in every direction.

The grooves between keep clean. They don't fill up. And the swish of

the air through them keeps the tire cool, avoiding the damage done by friction heat.

This tire tread is white. Its white, diamond-shaped blocks form the handsomest tread on the market.

Thus we do away forever with the need for ruinous chains. Metal projections are made utterly needless. Rubber and metal never combine, and the friction between them quickly ruins a tire.

Thus we do away with the small,

soft projections which wear such a little time. No non-skid device ever invented before can stand comparison with this.

Non-Skid tires are essential in winter. The risk of going without them is too great to take. We consider this tread---durable, effective and economical---as one of the greatest contributions we have made to this industry.

Our No-Rim-Cut tire with this Non-Skid tread forms the greatest winter tire in existence.

No-Rim-Cut Tires---10% Oversize

The Tires That Cut Tire Bills in Two---700,000 Sold

The greatest sensation ever known in tire history has been the Goodyear No-Rim-Cut tire.

The control of this tire has multiplied our tire sales six times over in the past two years. Its sales to date exceed 700,000 tires. And we are equipping ourselves for next year to make 3,800 per day.

Every motor car owner who studies the subject is bound to adopt these tires.

23% Are Rim-Cut

We have examined thousands of ruined clincher tires. And 23 per cent, by actual count, have been rim-cut. Out of 700,000 No-Rim-Cut tires there has never been an instance of rim-cutting.

A clincher tire, if punctured, may be wrecked in a single block. No-Rim-Cut tires have been run deflated as far as 20 miles.

According to our figures, this avoidance of rim-cutting saves nearly one-fourth on tires.

10% Oversize

In addition to this, No-Rim-Cut tires are 10 per cent over the rated size. The extra flare, when the rim flanges curve outward, makes this extra size possible without misfit to the rim.

That means 10 per cent more air---10 per cent added carrying capacity---without any extra cost. With the average car this increased capacity adds 25 per cent to the tire mileage.

These two features together---No-Rim-Cut and oversize---under average conditions, cut tire bills in two. Yet No-Rim-Cut tires now cost the same as other standard tires. The saving is entirely clear.

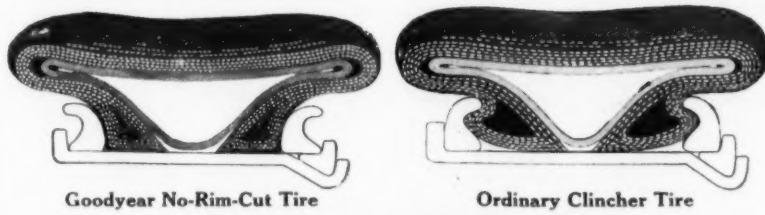
No Hooks---No Bolts

No-Rim-Cut tires have no hooks on the base. No bolts are needed to hold them on. Through the tire base on each side run three flat bands of 126 braided wires. These bands make the tire base unstretchable, so nothing can force the tire off of the rim. When the tire is inflated it is held to the rim by 134 pounds to the inch.

So your removable rim flanges, when you use this tire, are simply reversed. They are set to curve outward, instead of inward, so the tire comes against a rounded edge. About 96 per cent of the rims that are made---quick-detachable or demountable---take No-Rim-Cut tires.

This braided wire feature which makes this type possible is controlled by our patents. With any other device this type of tire is not practicable. And the old clincher tire is doomed. That is why the demand has lately centered so largely on Goodyear No-Rim-Cut Tires.

Our latest Tire Book, based on 12 years of tire making, is filled with facts you should know. Ask us to mail it to you.



GOODYEAR
No-Rim-Cut Tires
With or Without Non-Skid Treads

THE GOODYEAR TIRE & RUBBER COMPANY, Lambert Street, AKRON, OHIO

Branches and Agencies in 103 Principal Cities

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

Main Canadian Office, Toronto, Ont.

Canadian Factory, Bowmanville, Ont.

1898-1911
John Muir & Co.
Specialists In
Odd Lots

We invite out-of-town traders to inquire into the advantages of our Partial Payment Plan.

Send for Circular No. 110—"Odd Lot Investment."

Members New York Stock Exchange
71 BROADWAY, - NEW YORK

FRACTIONAL LOTS

We issue a Booklet, Advantages of Fractional Lot Trading
J. F. PIERSON, Jr., & CO.
(MEMBERS N. Y. STOCK EXCHANGE)
74 BROADWAY, N. Y. CITY
884 Columbus Avenue.

**Would an Income
Of \$200 per month**

Help you to solve the problem of the future? Have you stopped to think that the purchase of one good bond each year for less than 25 years, with proper reinvestment of accumulating interest, would provide this independent and permanent income?

BUT the bond must be a good bond. There is no room for experiment or taking chances. You will find on investigation that we take no chances when we purchase the bonds we offer.

Safety of principal is our first consideration, yield and marketability taking second place. At your request we will send a leaflet, "How to Solve the Income Problem," and our latest corporation circular.

When you write ask for K 121.

P. W. BROOKS & CO.
Boston, New York, Augusta,
70 State St. 115 Broadway, Maine.

**"Small Bonds
for Investors"**

That is the title of an interesting booklet that should be in the hands of every man who has \$100. to save.

In simple, comprehensive language it gives valuable information regarding bonds of small denominations—how, where, and why they should be bought. If you have \$100. or over that you wish to save, whether it is in a savings bank, a strong box, or your pocket, write us for, "Small Bonds for Investors."

BEYER & COMPANY
52 William St., New York

**Another
Safe Way**

One safe way to invest in New York Stock Exchange securities is to pay for them outright. Another safe way is to buy them on the

Periodical Payment Plan

This plan protects you against margin loss ordinarily incident to sudden market breaks.

"Investment Talks" explain HOW

Send for them and for
Circular P. P. No. 72.

Carlisle & Company

BANKERS AND BROKERS

74 Broadway New York

**Reinvest Your
IN**

N. Y. Real Estate Bonds
COMBINING 100% SAFETY
6% INTEREST
New York Realty Owners
489 Fifth Ave., New York
Write for Booklet 18.

BONDS

Accepted by the U. S. Government as security for
Postal Savings Bank Deposits
are the only class we offer. Instead of the 2%, the Postal Banks pay these Bonds will yield from 4 1/2% to 4 3/4%
Write for FREE Circular.
New First Nat'l Bank, Dept. L-1 Columbus, O.



J. F. PIERSON, JR.,
Of J. F. Pierson, Jr. & Co.,
members of the New York
Stock Exchange.



JAMES D. HOGE,
President of the Union Savings
and Trust Company,
Seattle, Wash.



M. F. BACKUS,
President of the National
Bank of Commerce,
Seattle, Wash.

Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

THE PEOPLE are learning something. That is, they think they are. College professors, magazine writers and yellow journalists are all telling "the dear people," the plain, "common" people (because there are more of these than any others), how much they love them. They are all telling these dear "common people" that in a republic like ours, where general manhood suffrage prevails—and in some localities woman suffrage also—the "common" people have everything to say. And they have! If the people didn't know this before, it is their own fault, because it is written in the law and the Constitution and has been taught in the public schools and on the forum and by all the stump speakers in every campaign.

It is most unfortunate that the people are not only being educated to the knowledge of the power they possess, but, what is of vastly more consequence, it is unfortunate that they are not being educated into the belief that power is only of real value when properly used. I need not argue this proposition. The despotism of Russia, based on the power of the Czar, tells its own story. The brutality of a drunken wretch to his wife or to his children, based on his domination over the household, is a more common but just as easily understood argument in favor of the proposition I present.

In this free country we wonder why a Czar could be so despotic. Perhaps we wonder still more how any man could maltreat a wife or misuse his own child. Let us stop a moment and see whether all of us, in exercising the power of public control vested in us because we possess the ballot, treat that power with a sense of justice rather than a sense of revenge. Everybody knows how graft prevails in public place, and nowhere more than in our municipalities. Everybody knows, because it is a matter of common report, that public offices are used in innumerable instances for selfish purposes as their personal "spoils" by bosses big and little.

The graduates of the saloons and dives that control ward politics too often, have more to say than any one else as to the bestowal of patronage in our municipalities and in some of our States. I do not say that they absolutely control the offices, high and low; but it is no secret that the dominating influence, in some cases even in the nomination of candidates for Governors and judges, as well as the appointments of policemen, school teachers and firemen, rests with the local boss or bosses. Who is at fault if not the people?

It is the vote of the people that decides the elections. If the people are opposed to graft and the grafters as they claim to be and ought to be, why do they not use the power they possess,

and which was given to them almost as a sacred trust, to see that none but honest, faithful and competent men are put in public place? If the college presidents, the muck-raking magazines and the yellow journals would impress this primary duty on the common people, they would be performing a great and patriotic service. They prefer to poison the minds of the people against our captains of industry by appealing to the lowest of all human instincts, selfishness and revenge. These instincts are more easily stirred than those of patriotism, so the appeal is made to the baser rather than to the better nature.

Everybody is beginning to understand the truth. It is the truth that "makes us free," we are told. If the truth will free this country from the incubus of the muck-raker, it will be a glorious thing for prosperity everywhere. It has taken the business men a little time to realize that their little interests were at stake when greater interests were assailed, and it may take the workmen a little time to learn that they are as much a part of our industrial system as the biggest of the so-called trusts. Meanwhile, however, the lack of confidence is felt in business circles, as it is felt in banking circles and in Wall Street. But better days will come and I still believe that we are over the worst of our troubles.

The very fact that chambers of commerce, boards of trade and business associations of various kinds are beginning to protest openly against the conduct of the muck-raking publications is evidence of a change of public heart. If the stock market is suffering from depression and many are selling securities, bear in mind that some with faith in the future are buying securities and putting them away not for a rainy day, but for the time of sunshine which always follows the shower.

Better days are ahead and I again advise my readers not to sacrifice their securities at a loss, but to begin to make their purchases of high-grade stocks and bonds with greater confidence in the future.

E. Milford, N. H.: I advise you to leave the mining stocks entirely alone. Get what you can out of them and be satisfied that you did not lose more.

(Continued on page 527.)

6% and Permanent Safety

It makes no difference the amount you may have to invest—first, it is assured that your funds are permanently safe.

This issue of 6% Tax Bonds is permanently safe, because of the present wide margin of security back of them and because this margin is greatly increased from year to year by the serial payments.

\$500,000—6% Cash Bonds
Denominations \$500—Maturities 1921-30

These Bonds are a direct first lien on a coming established Colorado community, with in four miles of Denver—issued for the purpose of making necessary rural improvements. Bonds voted by the residents of this Municipal District of over 90 square miles.

The valuation and present improvements upon which these bonds are based, is placed at \$1,650,000. The issue is SERIALLY paid by special, legally authorized taxation, just the same as municipal securities.

We recommend these bonds as a very desirable investment and believe that a thorough investigation of the facts as contained in our circular No. 377 will at once convince you that they merit the immediate investment of your funds. Write us now.

Geo. M. Seward & Company
(Bankers)
Stock Exchange Building, Chicago

U. S. Light and Heating

Circulars on request.

We also execute orders in all other Stocks and Bonds. Inquiries invited.

SLATTERY & CO.

Dealers in Stocks and Bonds

Est. 1908 40 Exchange Place, New York

How to Accumulate \$1,000.00

Write now for our free booklet telling all about our \$500, \$1,000, \$2,500 and \$5,000

5% Ten Year Trust BONDS On Easy Payments

Profit sharing. Interest payable semi-annually

GUARANTEE TRUST & BANKING CO., Atlanta, Ga.
Head Department Established 1899
CAPITAL \$500,000.00

Leslie's Wins

The Investor for Its Advertisers

One of our financial advertisers has written us a letter in which they say, among other complimentary things, about their advertisement:

"As a direct result from it, we have received many more inquiries in one day than we have had from any one advertisement in a month."

Leslie's can do as well for any other financial house that has good offerings to present.

Our financial advertising man will be glad to confer with you about your advertising plans.

Financial advertising pages close on Wednesdays.

Leslie's

ILLUSTRATED WEEKLY

225 Fifth Ave., New York

If you ride in street cars, trains, elevators or boats

you shouldn't be without accident insurance.

Do you realize that Steam Railroads alone, not considering Street Cars and other public conveyances, kill one person every hour; maim one person every ten minutes? Does it pay to take such chances when you can be insured at a cost of only one-fourth of one cent a day per thousand?

\$5000 insurance for \$5 a year

The Tourists, Travelers and Commuters Special Accident Policy issued only by this company insures you

- (1) While a passenger within a passenger elevator (excluding elevators in mines);
- (2) While a passenger within or on a public conveyance (including the platform, steps or running-board thereof) operated on rail or water lines or routes, by a common carrier for passenger service;
- (3) Or, due directly (not indirectly) to such public conveyance

Against loss of life, limb, eyes, speech and hearing	\$5,000
Against loss of either limb, eye, speech or hearing	2,500
Permanent stiff or rigid elbow and knee joints	2,000
Against loss of two or more fingers and toes	1,000
Against loss of two or more fingers or toes	500
Against loss of one finger or toe	250

And pays 10% additional for Medical, Surgical and Hospital treatment.

Agents everywhere. Or write direct to the home office. Do it today—tomorrow may be too late.

United States Fidelity and Guaranty Company
JOHN R. BLAND, President
BALTIMORE, MD.
Surplus to policyholders, over \$3,000,000.00

Sanicula Chemical Co.

of Toledo, Ohio
At \$10.00 per share

This company are the manufacturers of the well-known "All-In-One" Dental Tablets and Toothbrush; famous among dentists and in large public demand. The product entered under Pure Food and Drugs Act—Serial No. 23,999.
As a proprietary article it ranks among the best and most profitable in its field.
Circular on request. Subscriptions received by

HARVEY A. WILLIS & CO.
Stocks and Bonds
32 BROADWAY NEW YORK

Taylor's "Stahot" Water Bottle

and SYRINGE
6 MONTHS TRIAL
Great improvement over old style rubber bottles and cheaper in the end.
Retains heat all night—distributes heat evenly—is thin, compact and half the weight of rubber bottles—more durable—covers greater surface—adaptable to more uses and gives twice the heat.
Safe—sanitary—odorless. Thousands in use. Absolutely guaranteed for 6 Yrs. Write for free trial offer and book.
FRANKLIN TAYLOR COMPANY, Dept. 26, Janesville, Wis.

Jasper's Hints to Money-makers.

(Continued from page 526.)

F., Kansas City, Mo.: I never heard of the Telegraphic Mail Co. I know of no quotation.
W., Montour Falls, N. Y.: I think well of Erie R. Co. collateral 6 per cent. around par. I presume you refer to them.

P., Philadelphia: I do not advise the purchase of Allis Chalmers Com. In view of the concealed falling off in earnings and the low price of the bonds.

D., Louisville, Ky.: If you can get your money back on your American Telephone stock it would be wise to do so. I do not regard it as an investment proposition. Many securities on Wall Street offer better chances for speculation.

D., Erie, Pa.: The Molineux Mailing Device has no connection with Wall Street. I have no report on which to base an opinion. Securities listed on the Exchange would seem to be preferable from the standpoint of a ready market.

Inquirer, Seattle: It would pay any of my readers who desire information concerning investments or Wall Street matters to write for the free circulars and booklets offered by prominent and responsible stock exchange firms, bankers and brokers.

T., Mattapan, Mass.: The Monoton Realty Investing Co., according to its last annual report, had a surplus of less than \$50,000. The success of all such companies, of course, depends on the continued improvement in the value of real estate, and that is a speculative consideration.

H., Salt Lake City, Utah: I get a great many letters from those who have property on which they would like to make loans, but obviously I am unable to make suggestions of this character. Your local banker can do this better than anyone else. I deal exclusively with Wall Street propositions.

Small Investor, Newark, N. J.: 1. The Federal Biscuit is engaged in a profitable field of endeavor. Stocks of this character must be regarded as a business man's investment. With good management, they succeed. The directorate of the company is strong. 2. Most companies are incorporated for a longer term than you mention.

P., Gloversville, N. Y.: I should not call an investment "perfectly safe" in a small industrial proposition dependent upon the ability and integrity of its management for its continued success. In a field in which competition is clearly invited. The payments of large dividends is evidence of the speculative nature of the investment.

Learner, Jacksonville, Fla.: The subject of small buying is treated in an interesting circular published by John Muir & Co., members of the New York Stock Exchange, 71 Broadway, New York, for their customers. Any of my readers can have a copy if they will write to Muir & Co. and ask for "Circular 110," on "Odd Lot Investment."

Careful, Atlanta, Ga.: 1. You might well begin to put yourself on an investor's footing even with a small amount as \$100. The man or woman who begins to save the first \$100 and put it in an investment that will earn interest day and night is on the way to success. 2. Write to Leyer & Co., 52 William Street, New York, for their interesting free booklet entitled "Small Bonds for Investors."

Six Per cent Cash, Phila.: 1. You can get 6 per cent bonds in denomination of \$500 running from ten to twenty years and having the character of a municipal bond, which is regarded as among the best. 2. Write to George M. Seward & Co., bankers, Stock Exchange Building, Chicago, for their Circular No. 377 describing their permanent safety bonds.

P., Gloversville, N. Y., and C. Miller, S. D.: I am informed that the stock and bond-holders' committee of the Nat'l Boat & Engine Co. will endeavor to end the receding quickly as possible, put the company on a good business basis and get the plants at work. The company has suffered as other industries have from the prevailing depression. It is engaged in a legitimate business, which, in prosperous times, should prove highly remunerative.

B., Roseland, N. J.: 1. The United States Metal Products Co. has been organized less than a year. It is engaged in manufacturing metal and other trimmings for buildings. Its success, therefore, depends in large measure on the general prosperity of the country. Stock in small industrial enterprises does not command as ready a market as stocks sold on the exchanges. 2. I would not advise the purchase of this insurance share.

Sure Thing, Portland, Me.: 1. There can be no question about the absolute safety of the bonds the U. S. Government accepts as security for Postal Savings Bank deposits. These will net from 4 1/2 to 4 3/4 per cent. You would do better to buy them than to leave your money in a savings bank. 2. I cannot give you a list of the bonds. You will find it in the free circular carefully prepared by the New First National Bank, Department L-1, Columbus, O. Any of my readers can have a copy by writing to the above address for it.

R., Richmond Hill, N. Y.: 1. It is not a new thing to offer stock on the promise that it will be bought back by the company. It is a thing which is further pledge of dividends of a generous nature. It is unusual for agents to advise their customers that unless they buy quickly the stock will be advanced and the chance for a bargain lost. None of these things ought to tempt anybody to purchase stocks that are being offered by agents on a generous commission. Better buy something listed on the Stock Exchange that has a sale on its own merits.

Safety, Brooklyn, New York: A very sensible plan to enable one to begin early in life to provide an annual income of \$100 a month. In his later years, has been suggested by P. W. Brooks & Co., brokers, 115 Broadway, New York, for the benefit of their clients. Write them for their interesting booklet on "How to Solve the Income Problem." If you will ask for their "Circular X 121," it will be sent without charge. A good many of my readers who do not believe in carrying life insurance will find that Brooks & Co. offer something that will insure an income on modest payments.

Grand Rapids: 1. The earnings of American Light and Traction would justify its generous dividends. Competition in the field is growing and is likely to increase. 2. Unless the business outlook improves and legislation adverse to the railroads is discontinued, there is more than a possibility that the dividends of such roads as St. Paul and Northwest may be affected. Furthermore the competition is increasing, but this in times of ordinary prosperity would be more than met by the increased business. 3. I think well of Pullman, but it is also beginning to feel the effect of adverse legislation.

H., Effingham, Ill.: If you can sell your Hampton or Columbia Sterling stock for any kind of good money, I advise you to do so. Columbia Sterling has gone into bankruptcy. Doubt if the thousands who bought the shares of these magazines on the most absurd statements of their earnings and the payment of 16 per cent. dividends, will ever get their money back. While these magazines were denouncing the trusts and railways, they were getting the people's money by the wickedest of false pretenses. Those responsible for this betraying the confidence of their readers deserve to be punished if they can be found.

Speculation, Troy, N. Y.: When I suggested that American Beet Sugar Common was a good speculative purchase the stock was selling at less than 50. Its recent advance is due to the fact that a dividend had been declared which, it is said, means that it is to be put on a 5 per cent. basis. Of course, if sugar were made free, it would interfere with the beet sugar industry of this country, but for the present Beet Sugar Common, paying 5 per cent. is an attractive speculation around 60. A special letter of information about the stock has been prepared by Slattery & Co., brokers, 40 Exchange Place, New York. A copy will be sent to any of my readers who will write to that firm for it.

Stung, Denver, Colo.: 1. Your sad experience with the Hawthorne Mining stocks is exactly what you might have expected. If you had put your hundred dollars in some new industrial proposition at \$10 a share, you would at least have had the satisfaction of knowing that it was going into a business enterprise with more chances of success than you could get in a mining proposition. A number of good industrial stocks have been offered at \$10 a share and less represented established business propositions that needed money for their development. These are much more attractive than mining propositions because the latter require an enormous amount of money to prove whether they are worth while or not, while a business proposition can be started with a moderate investment. 2. Harvey A. Willis & Co., 32 Broadway, New York, dealers in stocks and bonds, are offering the stock of the Sanicula Chemical Co., of Toledo, at \$10 a share. They are manufacturers of dental tablets and tooth brushes. I am not familiar with the proposition but Willis & Co. will be glad to send you a circular with full details on request.

NEW YORK, October 26, 1911. JASPER.

Making Better Printers.

THE International Typographical Union is making better printers of its members. Leaders in the movement call it "the reason why" of good typography, and it is aimed especially to prevent specialization and to make every man in every shop a good printer in the fullest sense of the word.

In answering advertisements please mention Leslie's Weekly

Principles of design and color harmony form the basis of the instruction, and it is sought to teach each worker just how to apply what he has learned to the every-day work of his shop. A correspondence school, operated without profit to its promoters or the International Union, is the medium for the spreading of this gospel of artistic typography. A minimum tuition is charged to the printers, merely enough to cover the actual expenses, and no outsiders—only members of the International Union—may be enrolled in the school. During an existence of forty months, the school has met with the most gratifying success and some twenty-three hundred printers from all parts of the world have gained the advantages it has to offer. Recently the school has issued a booklet showing the work of student printers at the start and at the conclusion of a course. All of the work is attractively done and will appeal especially to those interested in typography.

The Great Achievement of Taft's Trip.

(Continued from page 518.)

personally I like red-headed men.

"If our honor has been infringed and we go to war over it, what does the battle decide? Does it decide otherwise than that one nation is stronger than the other?"

"Up to one hundred and fifty years ago, if you were a so-called gentleman and I were a so-called gentleman, and I insulted you, you could not remain a gentleman, so called, unless you agreed that, because I had insulted you, I might make a target of you on a field of honor. Of course there was also the agreement that you could make a target of me. But if I happened to be the better marksman and shot you, don't you think it would be rather funny reasoning to convince you that that result was any vindication of your honor?"

"At common law in the courts of justice two hundred years ago, if a man sued you on a promissory note and you did not care to have the evidence of witnesses with respect to it or to try the issue by evidence, you could go into court, throw down your gantlet and demand what was called wager of battle."

"Then the judge handed you two swords and made a twenty-four-foot ring, and you and your adversary went at it. If the defendant cut off the plaintiff's head or his arm or knocked him down, that proved that the defendant never made the note, or, if he did, that he had paid it."

"That seems very ridiculous and monstrous, but if you will think over the analogy between that and the present mode of settling international controversies, you will find it very difficult to point out how the present method differs from that wager of battle and that English common-law court."

President Taft has not hesitated to give William Jennings Bryan credit for having suggested one of the most important provisions in the treaty. This is the proviso that, when a dispute arises, it shall first be submitted to the high joint commission for investigation before actually going before the final arbitral board, with the further provision that this investigation shall extend over a period of one year. The majority of the Senate Foreign Relations Committee condemned this proviso as a "breeder of war." Mr. Taft has taken issue with this view, and, arguing the value of providing a sufficient time in which both parties to the dispute might have an opportunity to "cool down," he has asked his men hearers this question:

"Did you ever get real angry in the family over something that ought not to have excited your anger, and make yourself and everybody else, your wife and your children, as uncomfortable as possible, so that they all avoided you, and the children tiptoed so as to be out of the way, and then suddenly come to realize what an ass you had made of yourself? And haven't you looked in a glass and begun hating yourself for making such an exhibition? Does not time cure those unreasonable periods of hate and momentary passion? And so will not a year's delay that either nation may demand in the passion that sweeps over a populace like ours bring about a sober second thought on the part of the people? This year's delay is one of the best things in the treaty."



THE hostess who appreciates the niceties of snowy linen, rare china and glistening silver, knows also the appropriateness of

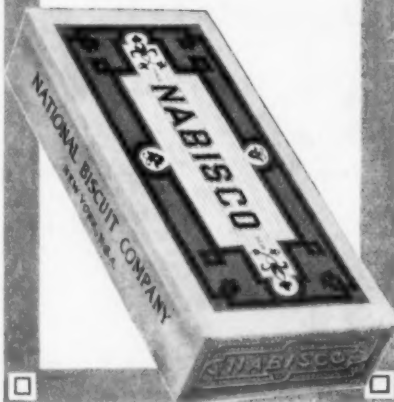
NABISCO Sugar Wafers

as the perfect auxiliary to any dessert. With ices or frozen puddings, with fruits or beverages, these fairylike sweets are equally delightful.

In ten cent tins
Also in twenty-five cent tins

CHOCOLATE TOKENS
—Another unique dessert confection, with a covering of rich chocolate.

NATIONAL BISCUIT COMPANY



Free Book

"Health and Beauty"



See
Coupon
Below

Post Yourself on the marvels of Vibration. Get the facts about the most marvelous health and beauty producing force the world has ever known. The coupon below, or a postal or letter, brings this free book prepaid.

White Cross Electric Vibrator

the wonder working instrument which gives you your choice of the three greatest curative forces—Vibration, Galvanic and Faradic Electricity, completely explained in this book which we send you free. Tells how, by a few minutes' daily use of this great instrument, you may relieve aches and pains and build up your strength so that disease cannot find a foothold.



Health and Strength are free to those who know the wonders of Vibration. The free book explains.

White Cross Electric Vibrator

This great outfit, that has been endorsed by medical science, gives you both Vibration and Galvanic and Faradic Electricity all at the same time or separately as you wish. A complete electric Massage and Electric Medical Battery outfit.

Don't suffer any longer when you can have the three greatest known natural curative agents constantly at your command.

You Can Relieve Pain, Stiffness and Weakness,

and you can make the body plump and build it up with thrilling, refreshing vibration and electricity.

Just a few minutes' use of this wonderful vibrator and the red blood tingles through your veins and arteries and you feel vigorous, strong and well.

Vibration for Indigestion

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LINDSTROM, SMITH CO.

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America's Greatest Four-footed Detectives

(Continued from page 514.)

railroad, the following important case is cited: Copper-bound wires were being cut on one part of the railroad, putting signals out of order and seriously affecting train movements. Taking the scent from the cold steel rails, the bloodhounds followed the trail to a liquor shop in New York, from there to the thief's residence, thence to a junk dealer, and finally to the Italian foreman of a gang of laborers, who had committed the theft. It is the opinion of officials generally that one man and a well-schooled bloodhound of the best breed are worth more than six ordinary patrolmen in country work. The efficiency of trained police dogs has been proved in a great variety of difficult tests, including abductions, theft and murder.

The kennels where the greater number of the bloodhounds officially used in America are bred are of more than usual importance to one interested in dogs. They are owned by J. L. Winchell, Fairhaven, Vt. Mr. Winchell is not only the first to establish kennels for the breeding of the pure English bloodhounds in this country, but he is almost alone. Hounds from Mr. Winchell's kennels are now being used by the Pennsylvania Railroad Company, the New York Central, the Long Island Railroad detective bureau, the State of Florida and also the government of Cuba. Detective bureaus in various places throughout the United States are purchasing bloodhound puppies.

While making the rounds of the kennels and inspecting the man-trailers of various ages, Mr. Winchell said, "In the days when bows and arrows were the weapons used in battle, the bloodhound was the most useful addition to the army; and later on, before electricity and steam were brought into use, it was kept to trace criminals. But it must not be supposed that the hounds of that period would bear comparison with the noble animal of to-day, which has, in the hands of experienced breeders, by the process of selection, been made most perfect in the characteristic features of the race. The first English bloodhounds in America were sent over by Edmund Brough, in 1888, to the New York dog show that year. The registration of the Kennel Club of New York showed they were the first registered in America, and that the first ever bred and registered were bred from these dogs by me."

According to Mr. Winchell, there are about as many ways of training baby bloodhounds to become man-trailers as there are different dispositions among them. Each one must be trained according to its peculiar nature. The training should commence at as early an age as possible. Accustom the puppy to strangers, gain his confidence, never whip him. He will always be anxious to do your every wish if he understands you. His first lessons in trailing are generally learned by teaching him to find a member of the family. Let your little boy go out of sight into another room. Take the puppy and tell him the boy is gone and to go and find him. Try this each day, making it more difficult and changing persons and places as the training progresses. In the advance training, give the puppy a hat belonging to the boy, or a shoe, and tell him to find the owner. Always, when he does well, pet him. In an incredibly short time the puppy will be so well trained that he will pick up the trail and find any one.

The best results are obtained when the training commences with the puppy two or three months of age. Another method of training is to put a leash on each pup and take the lot to the training ground, usually a field bordered with walls or hedges behind which the boy can hide. The boy carries a piece of old sacking to serve as a lure to the puppies. After shaking this in their faces to get them keen to lay hold of it, he races away. Meanwhile, the trainer restrains the pups by means of the leashes, but at the same time he hisses them on until they tug to get away. He also keeps repeating the word "man," his object being to impress upon the dogs that when they hear the word "man" they are expected to go in pursuit. After a few such lessons, the puppies are quite competent to take and keep a trail. A feature the trainer wants to keep in view is rela-

bility of the dogs, so they will never change from the original trail. This is where the real bloodhound of pure breed excels all other dogs as trailers. No other has the ability, intelligence or power of scent to remember a particular trail for hours or days after being shaken off, and be able to pick that trail from others when told to.

One way to obviate confusion of trails is to never run them the same day on two different persons or animals. When taking the puppies out, the boy which is to impersonate the runaway should be the same each morning. After the puppies have become adept at finding him, he is to leave a coat or a handkerchief or hat behind him. After the puppies have gone in pursuit and are running well, the trainer should call them off. Then, when ready, bring the puppies to another place, where the trainer knows the runner has been, and tell the puppies to find him. They will probably do this at once. To make their task more difficult next time, carry them in a wagon several miles and let them pick up the trail from there. With this training they will be reliable, never changing from the particular trail they start with. Too much care and attention cannot be given to their education in this respect. The best way to handle a pack is to have one man feed and control them and to keep strangers from meddling in any way. It is important that they should be taught to receive food only from one person. This will obviate the danger from poisoning, which is very great, as would-be criminals are natural enemies of the hound.

Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be enclosed, as a personal reply is sometimes deemed advisable. Address Insurance Editor, LESLIE'S WEEKLY, Brunswick Building, 225 Fifth Avenue, Madison Square, New York.]

THE LATE Admiral Schley was a firm believer in life insurance for the protection of the family. The following letter from him, addressed to one of the leading old-line companies, the New York Life, speaks for itself:

After the work of a lifetime in public service and with limited income, I have succeeded in raising, educating, and establishing my three children, so that they are no longer objects of solicitude as when in youth and dependence. But after the sacrifices for them I find myself obliged to forego a good deal in the way of comforts for myself and wife that makes it necessary still to count carefully the demands on my income. If, therefore, the company would be willing to take up my policy for its cash value, that would enable me to invest this amount in some of the reliable securities at the lower rates of interest available to-day, instead of holding this amount for some years yet without the realization of benefit until after I shall no longer need it.

For many years I have been maintaining that the purpose of life insurance was to do just what it has done for Admiral Schley—it provides for the raising and educating of the children should the father pass away. In addition, it provides for old age through its cash surrender value after the children are able to take care of themselves, as in the admiral's case. What have you done for the protection of your home? If you have not already taken out a policy, better follow the example of Admiral Schley.

D. Louisville, Ky.: The Union Life, of Chicago, has been in existence only about two years. My preference would be an older company.

H. Portland, Ore.: The German Commercial Accident Co., of Philadelphia, reports a satisfactory surplus and is doing a growing business.

G. Chattanooga, Tenn.: Your New York Life's policy would probably in the end give you the most satisfactory results and most liberal dividends.

R. Driftwood, Pa.: 1. You must not expect too much in the shape of insurance against sickness, accidents, and the loss of life, for too little money. Some companies are offering altogether more than seems reasonable. In insurance, as in everything else, safety lies in dealing with well established companies with unimpeachable records. 2. One of the oldest and most successful insurance companies is the Travelers, of Hartford, Conn. A line addressed to this company from any of my readers will promptly bring instructions regarding accident insurance and its cost.

H. Piqua, O.: Modern Brotherhood of America is an assessment association organized a dozen years ago. While the rates in these associations are low at the beginning, they are invariably increased as the deaths increase. This makes the burden heavier at a time when it should become lighter. If you want cheap insurance, you can get it and secure dividends each year that will lighten your load by taking a policy in the Postal Life. It has no agents and, therefore, offers a low rate with large dividends. If you will state your age and occupation and write to the Postal Life Co., New York City, you will get booklets of information. Mention that you are a reader of LESLIE'S.

Hermitt

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FOR SALE—Modern City and Suburban Residences. Co. to Home, near car service, artesian water, close to Dallas. Write for full particulars. Texas Business Bureau & Realty Co., 307 Slaughter Bldg., Dallas, Texas.

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This startling offer is made to intro-duce Richardson's Grand Prize Embroidery Silk in every home in this country. Here is the newest thing in the very popular conventional design for pillow tops. It is of **Russian Crash**, the new material so admirably adapted to fine color combinations in silk embroidery. On this great offer we give you a fine pillow outfit positively free. It includes the following:

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We make this great free offer to you to introduce to you Richardson's Grand Prize Wash Embroidery Silk. We want you to know how beautifully you can do art embroidery with our assistance. All we ask of you is that you send us 30c in stamps or silver to cover cost of six skeins of Richardson's Grand Prize Wash Embroidery Silk, at the regular retail price, and postage on package.

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Harry Bartow sold 40 stoppers in 15 hrs. 15 min. You can do as well. No selling experience needed. Be the first in your locality. Write for prices, terms and territory. Be quick.

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Manufacturers' prices save you dealers' profits. We give guarantee of satisfaction and save you \$3.1-3 per cent. We have 25,000 satisfied customers. The well-known Regal Rag, 6x12 ft., reversible, all-wool flannel, \$3.75. Our Brussels Rug, 6x10 ft., greatest value known, \$1.85. Splendid grade Brussels Rug, 9x12 ft., \$11. Famous Lavender Valves, 9x12 ft., \$16. Standard Axminster, 9x12 ft., \$18.50. Fine quality Lace Curtains, 4x6 per pair and up. Tapestry Curtains, Wilton Rugs, Linoleums, at retail prices. Write today for our NEW ILLUSTRATED CATALOG, No. 14. Sent free. Show latest designs in actual colors. **UNITED MILLS MFG. CO.** 2452-2462 JASPER ST., PHILA.



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Served with the meals it helps the appetite and digestion.

Ask for it at the Club, Cafe or Buffet. Insist on Blatz. Correspondence invited direct.



Late Autumn Plays.

(Continued from page 517.)

operative effort, I am inclined to think that his mind was dwelling on the beauties of Kitty Gordon, who plays the principal part in the latter production. However that may be, the fact remains that he didn't do much for "The Duchess" and Fritz Scheff. As for Miss Scheff herself, she seems to be in as good voice as ever, she is much more slender and she wears several very stunning gowns. She hasn't much to do, but what there is she does with spirit. The evening I was there the audience did not seem downcast in any way, so perhaps the personality and prestige of the prima donna will drag the production from the depths to which it shows an inclination to fall.

"THE MILLION," AT THE THIRTY-NINTH STREET THEATER.

To me this farce was hilariously funny from beginning to end, although in spots its fun was so foolish that I was almost ashamed to laugh so heartily. I think nearly every one in the first-night audience felt about the same, but they laughed continually nevertheless. "The Million" is Frenchy without being vulgar. It is played with a spirit of touch and go that cannot but spell success.

The story of "The Million" deals with a blue blouse—just an ordinary old garment worn by an art student. The opening curtain rises on the studio in the Latin quarter. A sculptor is modeling. A Bohemian supper is partaken of by a group of students, who share it with a girl music teacher and a girl model. They apparently enjoy their meal, despite the fact that between the lot of them there is not money enough to pay the rent. One of the students flourishes a lottery ticket, but, when they all laugh at him, the ticket loses its value to him. He places it in the pocket of his blue blouse, which he presently throws off in exchange for his street coat. The students leave the studio in charge of the girl model. A burglar climbs through the window. The police are after him. He needs a garment to cover the red shirt he is wearing. The girl model gives him the old blue blouse, which he puts on and rushes away with. In a few moments the students return. They have received word that the lottery ticket bears the winning number. They then discover that the lottery ticket, in the coat of the old blue blouse, has gone with the unsuspecting burglar. It is the chase for the blue blouse that furnishes the comedy for the subsequent acts.

The farce is the funniest thing of its kind that has ever been produced here, and for any one in need of cheering up I would advise it heartily. Individual hits were made by Taylor Holmes, Eugene O'Brien and Paul Kerr.

"THE ENCHANTRESS," AT THE NEW YORK THEATER.

With a cloth-of-gold gown weighing some forty pounds and representing dollars enough to purchase a home and garden in the suburbs, Kitty Gordon made her initial bow as a bona-fide star in the production of "The Enchantress," at the New York Theater. This delightful operetta is Victor Herbert's latest triumph and it is one of the best that he has offered us for some time. The music alone in "The Enchantress" is enough to keep the entertainment going at a profitable pace without the assistance of a half hundred pretty girls and a jumble of songs and eccentric dancers, which is saying a good deal for a musical comedy as this line of entertainment goes nowadays. But, in addition to the music, these other attractions are thrown in plentifully, and the result is most satisfactory. Kitty Gordon is decidedly good to look at, and, as a rule, she is good to listen to. She sings several numbers which will, no doubt, be popular along Broadway. Little Nellie McCoy, pretty and dainty and clever, too, takes on her shoulders a good share of the burden of making the show a success. Louise Bliss should not be forgotten in my effort to remember just which ones contributed most generously to my pleasure. She has a charming personality, and her high soprano, with its high D's, is well worth listening to. Ralph Riggs and Harold H. Forde were also generously applauded for their work.

Fred de Gresac and Harry B. Smith, who are responsible for the book of "The Enchantress," are also to be congratulated.

(Continued on page 533.)

In answering advertisements please mention "Leslie's Weekly."

Pabst Extract American Girl Calendar 1912

The Pabst Extract American Girl Calendar for 1912 is an art creation worthy of more than passing notice.

The subtle charm of outdoor life, the captivating beauty of the typical American girl and the artist's masterful portrayal of man's best friend—the horse—combine to make a picture that will instantly appeal to every lover of the artistic and beautiful.

In panel form, seven inches wide and thirty-six inches long and printed in twelve delicately blended colors, this Pabst Extract American Girl Calendar will harmonize well with the furnishings of any room, home, den or office.

No advertising matter whatever, not even the title nor the months, are printed on the front.

Scores of calendars, far less artistic, are sold every year at 75c to \$2.00 each, but we send you this calendar free, hoping it will serve to remind you that

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strengthens the weak and builds up the overworked—relieves insomnia and conquers dyspepsia—helps the anemic and turns nerve exhaustion into active, healthy vim—encourages listless convalescence to rapid recovery—assists nursing mothers and reinvigorates old age.

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All we ask is that you send us ten cents, stamp or coin, to cover cost of packing and mailing. The demand for these beautiful calendars will be great, so write at once if you wish one.

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The Age of Innocence By Sir Joshua Reynolds The Sistine Madonna By Raphael

IMPORTANT OFFER—FREE

In order to distribute quickly a limited number of introductory sets from the first importation of "The Ideal Collection of the World's Great Art," we shall make a very remarkable offer of a choice of the beautiful hand-colored pictures: Sir Joshua Reynolds' charming child portrait, "The Age of Innocence," Raphael's world-famous masterpiece, "The Sistine Madonna," or Millet's well-known picture, "The Angelus," with each set of the "Ideal Collection of the World's Great Art." Each of the above premium pictures is in special hand-coloring by one of the most expert New York colorists, and measures 30 x 24 inches, completely mounted in a double overlay mount, ready for the frame. "The Ideal Collection of the World's Great Art" is not only the most artistic collection of the world's greatest pictures I have ever seen, but it is a work of the greatest educational importance," says a member of the Vassar faculty. "It is just such a work as is needed in every refined home today," said the late Mr. John La Farge, the great authority on art. The Collection is undoubtedly the most important and beautiful art work ever imported from Europe.

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- 2.—Many of the leading art galleries of the old world have been carefully searched for their pictorial treasure, to be reproduced in "The Ideal Collection of the World's Great Art."
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FOR YOU

A charming Fine Art Brochure containing a special article on "The Message of Art" by Sir Martin Conway, the great English art authority, also a full-page illustration of Murillo's beautiful painting "St. John and the Lamb" with a reduced full-page descriptive article and ten pages of general information on "The Ideal Collection" will be sent promptly upon request. **Doubleday Page Art Co.** Garden City, N. Y.

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A Journalist's Notable Book.

STORIES of travel by ordinary tourists have a sameness and a triteness that soon weary the reader, but once in a while a pilgrim emerges who views and relates things in an original and distinctive way and interests us in spite of ourselves in matters that may often have been described. This comment applies emphatically to "Surface Japan," by Don C. Seitz, the well-known journalist and business manager of the New York World. Mr. Seitz is the author of several other readable books, but none of them surpasses this one in attraction and value.

While Mr. Seitz confessedly takes but a cursory view—he terms his work "Short Notes of a Swift Survey"—of Nippon and its inhabitants, he is too shrewd and keen an observer, he has had far too much experience in his profession not to see deeply and abstract thoroughly the meat of things observed. The result is that, while he shuns masses of statistics, prosy arrays of facts and heavy disquisition, he has given us in concise form a body of information which tends to realize Japan for us as few other volumes do. In his descriptive paragraphs, too, he is most successful, making vivid the scenes he portrays. Thus, in spite of its lightness of touch and swiftness of movement, the reader gains from the book a clear knowledge of the social, political, commercial and financial conditions in Japan, and of the traits, customs and sentiments of its people. One learns, above all, a general

fact of profound import, namely, that the Japanese, though brave and patriotic, are nowise supermen, and that their limitations and their country's lack of vast, rich, natural resources preclude their being the dread menaces of the world's peace which many imagine them to be.

Mr. Seitz writes easily and well—his style is pleasing and has literary grace. His publishers (Harper & Brothers) have given a rarely fine setting to his story. The octavo volume is handsomely printed and bound, and is superbly illustrated in color by photographs and marginal sketches after Hokusai, the Japanese artist. This fine book should be widely read, and the library lacking it is incomplete.

Late Autumn Plays.

(Continued from page 529.)

PLAYS TO WHICH ONE CAN TAKE HIS WIFE OR DAUGHTER.

EDITOR'S NOTE: During the course of the dramatic season, Miss Harriet Quimby, LESLIE'S dramatic editor, receives many letters from subscribers and others asking her to name the decent plays to which a man may take the feminine members of his family. As most of the productions go on tour after leaving New York, we believe that a list of wholesome plays will be found valuable to the public.

John Drew, Rose Stahl, Donald Brian	A Single Man, Maggie Pepper, The Siren, Knickerbocker, The Kiss Waltz, Casino, Passers-By, Criterion, The Woman, Republic, Disraeli, Wallack's, Bought & Paid For, Playhouse, The Little Millionaire, Cohan, Never Homes, Broadway, Revue of Revues, Winter Garden, The Arab, Astor, The Runaway, Lyceum, Bunt Pulls the Strings, Comedy, The Return of Peter Grimm, Belasco.	Empire, Harris, Knickerbocker, Casino, Criterion, Republic, Wallack's, Broadway, Winter Garden, Lyceum, Comedy, Belasco.
George Arliss, George Cohan,		
David Warfield, Margaret Anglin,	Green Stockings, Maxine Elliott's, A Gentleman of Leisure, Herald Square, The Duchess, Lyric, The Only Son, Gaiety, Gypsy Love, Globe, Repertoire, Daisies, Fiedermaus, Irving Place, Theater, The Quaker Girl, Park, The Price, Hudson, The Enchantress, New York, The Garden of Allah, Century, The Million, 39th Street, Mrs. Avery, Weber's.	
Fritzi Scheff, Marguerita Sylva, Mme. Simone, Wiener Blut,		
Helen Ware, Kitty Gordon,		

The New York Hippodrome.

Recent Deaths of Noted Persons.

JOSEPH PULITZER, owner and publisher of the New York World and the St. Louis Post-Dispatch, died

aboard his yacht, in the harbor at Charleston, S. C., October 29th, aged 64. He was a former member of Congress, prominent in the national councils of the Democratic party and gave \$1,000,000 to Columbia University to found a school of journalism.

John R. Walsh, formerly a noted Chicago financier and newspaper publisher, died at Chicago, October 23d, aged 74. Nine days prior to his death he was paroled from the Federal penitentiary at Leavenworth, Kan., after serving twenty months of a five-year sentence following the failure of the Chicago National Bank and allied institutions.

Mrs. Ida Lewis Wilson, for fifty-one years keeper of the Lime Rock Light-house, near Newport, R. I., died there October 24th, aged 69. She was famous as a life saver and became known as the "Grace Darling of America." She received numerous medals and honors, including a special pension from the Carnegie Hero Fund.

Robert Mather, chairman of the board of directors of the Westinghouse Electric and Manufacturing Company, died at New York, October 24th, aged 52. He was associated with many railroads, banks and other financial institutions.

Rear-Admiral James H. Sands, U. S. N., a veteran of the Civil and Spanish-American wars, died at Washington, October 27th, aged 66.

Malcolm MacDonald, of Butte, Mont., one of the best-known mining engineers in the United States, died in New York, October 27th.

The Earl of Onslow, deputy speaker in the House of Lords and a leading Conservative, died at London, October 23d.



JOSEPH PULITZER.

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Motorist's Column

Automobile Bureau

By R. B. JOHNSTON

Readers desiring information about motor cars, trucks and delivery wagons, accessories, routes or State laws can obtain it by writing to the Automobile Bureau, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



W. H. WHITESIDE,
President Stevens Duryea Co.,
Chicago Falls, Mass. Former
president of Allis-Chalmers Co.



HENRY FORD,
Pioneer maker of low-priced
cars, who will produce 75,000
cars for 1912.



WILL H. BROWN,
President Mais Motor Truck Co.,
of Indianapolis. Former vice-
president Willys-Overland Co.

MOTORISTS in these days have very generally abandoned the practice of laying their cars up for the winter—a custom that was quite popular in the early days of motoring. There is no reason why cars should be stored away at the approach of cold weather, for, if a little care is used to prevent the water in the radiator from freezing, a car owner will find plenty of days upon which he will be glad to use his machine for business or pleasure driving. The great increase in the number of cars with foredoor bodies has done away with the principal objection to winter motoring, for the occupants of the front seats are as well protected from the weather as those in the back seats, if, in fact, they are not even more comfortable. Owners of touring cars who have fitted tops and windshields to their vehicles are much better equipped for short or long journeys of either business or pleasure than were or are the owners of horse-drawn carriages. Motor cars can easily make rapid and certain progress over snow or ice-covered roads that would quickly tire out a horse, and a car owner does not have to wait the pleasure of a horse-shoer in case an unexpected storm makes it necessary that horses be shod differently than they are during pleasant weather. If a horse user must drive on some of the days when roads and pavements are very slippery, he must have special attention paid to the shoes of his animal or else be forced to make very slow progress, because his horse cannot proceed much faster than a walk. The motorist has none of these delays; he simply puts tire chains on two of the car wheels and can make just as good progress as though the weather were that of June. As a matter of fact, there are many motorists who do not even bother with tire chains; for if they drive carefully and not too fast, the broad rubber tires carry their cars along without any trouble. Physicians and others whose duties require that their vehicles be left standing out in the open for hours at a stretch can attend to their regular business during the severest weather much better if they use motor cars, as weather that will not affect the usefulness of a motor vehicle would compel the owner of a horse to shelter the animal or risk having him frozen. Residents of country and suburban districts especially are finding the motor car a great blessing in winter-time. The silent, tireless cars not only provide a means of visiting friends and places far beyond the radius of horse-drawn vehicles, but are in themselves a temptation to get out into the crisp, invigorating air, with consequent beneficial results. In case an owner has no heated garage in which to store his car, all he need do is to drain the water from his radiator when he is through using his car for the day, and he can use his machine all winter.

This year's Glidden tour, which ended at Jacksonville, Fla., on October 26th, turned out to be a far more strenuous event than had been expected. The roads from New York to the Carolinas were not so bad, but from then on the tourists had a lot of trouble and many

of the cars were penalized for being late at the controls. The finish of the tour lacked the usual joyful celebrations, due to the untimely death of Chairman Butler, of the American Automobile Association contest board, the day before the tour ended. The Glidden trophy was captured by the Tarrytown team. There were fourteen cars tied for the individual trophy offered by the city of Anderson, S. C., and the driver of the car entered by Governor Hoke Smith, of Georgia, won in the drawing for the prize. One of the cars that finished the tour with a clean score was driven by Miss Marks, of Athens, Ga.

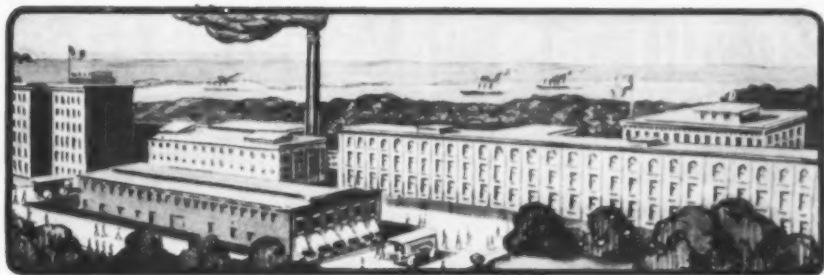
The world's record for average speed in a road race is now held by an American car and driver, as Harvey Herrick, a Californian, won the recent Santa Monica road race, at an average speed of 74.93 miles per hour. The former record was 74.3 miles an hour, made by Felice Nazzaro with an Italian-made car, in the Florio Cup race in Italy in 1908. The distance of the race won by Herrick was 202 miles and the distance of the race won by Nazzaro was 327.6 miles. One of the entrants in the Grand Prize road race, to be run at Savannah, Ga., on Thanksgiving Day, has predicted that the winner of that event will average seventy-five miles an hour.

Noted Automobile Official Dies on Glidden Tour.

SAMUEL MCKNIGHT BUTLER, chairman of the contest board of the American Automobile Association, was killed, October 25th, when the Glidden tour pacemaking car in which he was riding overturned. The accident occurred near Tifton, Ga. Mr. Butler was born in Camden, N. J., on December 30th, 1866. He had served as contest board chairman for nearly two years, having accepted the position at the urgent request of many of the leading automobile manufacturers and sportsmen of the country. He was secretary of the Automobile Club of America for ten years and was the first secretary of the Aero Club of America. He was one of the best known and best liked men in automobile affairs in this country. To the writer, who knew Mr. Butler for the last ten years, his most noticeable trait was his never-failing courtesy. His untimely death while on duty is a personal loss to every newspaper man who knew him, for, no matter how busy he might have been officiating at automobile shows or race meets, he was never too busy to answer inquiries and aid everyone. He was one of the organizers of the Timers Club of New York and helped devise the first automatic timing device used in this for automobile races.



SAMUEL M. BUTLER.



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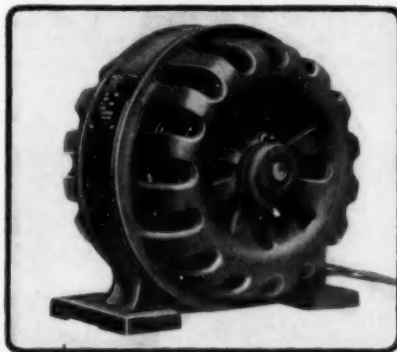
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What's the Matter with Business?

By FREDERIC COURTLAND PENFIELD

EDITOR'S NOTE.—Mr. Penfield is favorably known as an author, diplomatist, and traveler. For twenty-five years he has been a prolific writer on economic and international topics for the leading reviews and magazines. Reared in New England journalism, he long served his country in the foreign service, and under President Cleveland represented the United States at the Khedivial court. His books "Present-day Egypt" and "East of Suez" are standard works and have circulated enormously. As a reward of his scholarly attainments Mr. Penfield has received many flattering acknowledgments, including the degree of Master of Arts from Princeton University, membership in the Legion of Honor of France, and a Fellowship of the Royal Geographical Society of England. The writer is an American who places love of country above every consideration. The word "independent" might have been coined to be applied to him, for he is independent in thought, in political affiliations, and in fortune. Mr. Penfield has no Wall Street connection.



FREDERIC C. PENFIELD.

The well-known and successful writer and diplomat.

EDITOR LESLIE'S—I want to thank LESLIE'S WEEKLY for the splendid leading article in the number dated October 26th, and I must applaud the courageous independence thus shown by a periodical supposed to have strong party leanings for printing an editorial so at variance with the "me, too," and the muck-raking schools of editorial opinion.

The article in question agrees exactly with my own judgment on the vital subject of American prosperity, namely, that the baiting of national welfare lacks the approval of the intelligent American, and especially of the independent voter. When I read in the same number of LESLIE'S WEEKLY that your circulation has grown from 86,000 to 341,000 since you took the stand of fighting the muck-rakers, and that two muck-raking magazines have recently gone to the wall because the public would not support them, I am more than ever convinced that our people disapprove of the incessant onslaught upon prosperity and are prepared to repudiate this iconoclasm in every way open to them.

Permit me again to applaud your daring utterances and predict that the common-sense policy that has quadrupled your circulation, if continued for another year, must still further expand your subscription list.

The United States is exclusively a business country. Upward of four valuable years have in great measure been wasted by the turmoil and hubbub inspired from Washington and by the mouthings of politicians appealing to classes that represent little in our economic development. With a prudent governmental attitude, less howling on the part of specious politicians and fewer "reform" articles in pandering magazines and periodicals, these past four years might have formed a golden chapter in the commercial annals of our favored land. Industrial America used to reckon on slack business for one year in every four—the year of a presidential campaign—and prepare for it. And we had hoped that the campaign of 1912 would not be entered upon until the time of choosing delegates to the party conventions. Have not the past four or five years been more deadening to business than any campaign year in recent times?

This exclusively commercial nation wants a cessation of turmoil, inspired or fostered by the administration, a stoppage of prosperity baiting, a pause in trust-busting and smashing of railroads. This exclusively commercial land is entitled to public tranquillity at least three and a half years out of every four, when its unequalled resources, combined with the genius and enterprise of its citizens, may create new records of prosperity. Now is the time, when there are revolts and wars in Europe, in northern Africa, in far-off China, and discord everywhere abroad, when Uncle Sam should be profiting amazingly in commerce. But we have an incubus in our own country more paralyzing to trade than war—we have in Washington a coterie of administrators who may any morning launch utterances and inaugurate tactless actions vastly more devastating than even civil war. America is not at peace with itself.

Values of every character have crumbled as a consequence of the government's policy of slam-banging. Weeks since, the New York Times had the temerity to characterize this ruthless policy as "an attack upon enterprise and achievement such as the world has never experienced elsewhere." In his message

to Congress, on the seventh of January, 1910, the President said:

But such an investigation and the possible prosecution of corporations, whose prosperity or destruction affects the comfort not only of stockholders, but of millions of wage-earners, employees, and associated tradesmen, must necessarily tend to disturb the confidence of the business community, to dry up the now flowing sources of capital from its place of hoarding, and to produce a halt in our present prosperity that will cause suffering and strained circumstances among the innocent many for the faults of the guilty few.

To show how Mr. Taft's prophecy has been translated into financial history, one has but to compare the market price of twenty standard stocks, important railroads and industrial undertakings, to find that the shrinkage in their market value since the date of Mr. Taft's message and the present time is no less than \$875,000,000! And it is fair to assume that the market price of other forms of property has suffered a corresponding contraction.

And has the cost of living been decreased as a consequence of the governmental sandbagging? Not to any appreciable extent, certainly. It is provable fact, on the other hand, that many commodities and necessities have gone up in price. Hence it is legitimate deduction that the full dinner pail is nearing emptiness and has lost its usefulness as a campaign symbol.

And, to contribute to the national unrest, the President is already campaigning—is on the "grand tour," is swinging around the circle, with an itinerary exceeding by thousands of miles any junket yet participated in by an American President. And this is only 1911! What a pity that President Taft is not more often at the national capital! A few days ago the President said to a Wyoming audience, explaining the administration policy on the Sherman anti-trust law, that the government was bound to be "damned" if it didn't bring suit against corporations and bound to be "damned" if it did. Personally I don't like to know that the chief executive of our great country can employ such terms in addressing any audience of sovereign Americans. It seems unnecessarily vulgar, and frankly I trust that the President was misquoted by the newspapers.

As muck-raking methods are being publicly repudiated, can you believe that an intelligent electorate is going to fail to smite the great central group of breeders of discontent in the coming presidential election? Your editorial foresight cannot be acute enough at this time to name the next incumbent of the White House, but it is my judgment that you can name a party nominee who will fail under an avalanche of ballots in November of next year.

The next President of the United States must be a constructive statesman, peculiarly fitted by temperament and education to rule a business country in a businesslike manner. The destructive statesman, lacking in perception and tact, is not wanted.

FREDERIC COURTLAND PENFIELD.

Butting In.

In a small South Carolina town that was "finished" before the war, two men were playing checkers in the back of a store. A traveling man who was making his first trip to the town was watching the game, and, not being acquainted with the business methods of the citizens, he called the attention of the owner of the store to some customers who had just entered the front door. "Sh, sh!" answered the storekeeper, making another move on the checkerboard. "Keep perfectly quiet and they'll go out."—Everybody's Magazine.

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NOVEMBER NINTH, 1911

The Great War of Fifty Years Ago

Scenes and News from Leslie's Weekly of November 9, 1861

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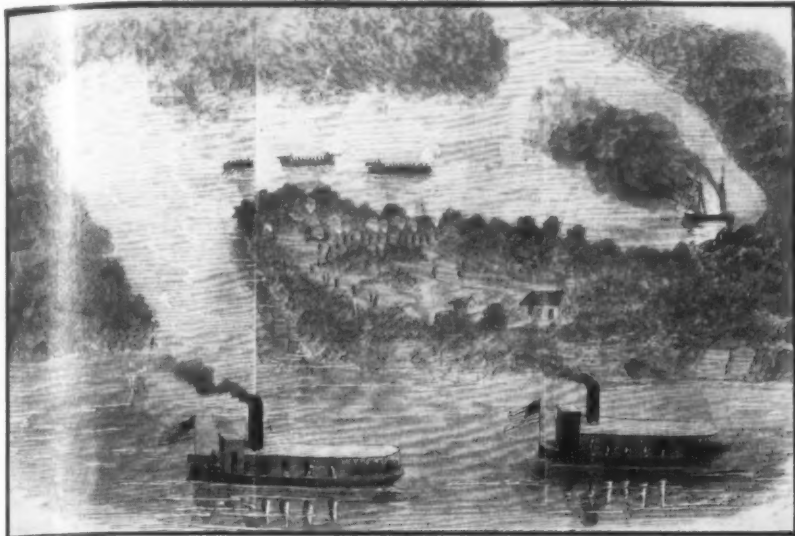
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Bird's-eye view of the burning of a Confederate schooner in Quantico Sound or Dumfries Creek, Potomac River, on the night of October 11, by Lieutenant A. D. Harrell and detachment from the Potomac flotilla.

From a sketch by an officer in the expedition.



View of the camp of the Twentieth Indiana Regiment, Fort Hatteras, and the anchorage at Hatteras Inlet, N. C., taken from the ramparts of Fort Clark.

From a sketch by our special artist at Hatteras.

The State of the Nation as It Appeared Fifty Years Ago.

From Leslie's Weekly of November 9, 1861.

A disaster, infinitely more serious in proportion to the numbers engaged than that of Bull Run, was suffered by the National forces at Edwards' Ferry, on the upper Potomac, on Monday, the 21st of October. Nine hundred and seventy killed, wounded and missing, including two colonels prisoners and the gallant and chivalrous Baker dead, is the sad epitome of the results of the engagement. This time military incompetence must accept its own responsibilities. The facts of the case have not been allowed to come forward in any exaggerated form; on the contrary, the omission of any official report of the affair, the careful supervision by the authorities of all the dispatches relating to it, inspire a fear that we are still to learn the full proportions of the calamity. The nation is no longer disposed to accept the apologetic admission for the sacrifice of its soldiers and the discredit of its name, that "some one has blundered." It is certain that a little handful of 1,700 soldiers which crossed the Potomac did not do so without orders. Who gave these orders? That is the question which the people have a right to have answered. The order to Colonel Baker, which he is said to have received with the remark, "It is a terrible mistake, but I shall obey it," is said to exist in Washington. It is stated without contradiction, that one miserable scow, capable of carrying not more than eighty men, and two small canoes, were the sole means of transport with which a column of the United States army undertook to cross a deep and rapid river, in the face of an enemy in force on the opposite bank!

No amount of praise of the gallantry of the slaughtered soldiers and no extent of official concealment or prevarication, can either deceive the people or prevent them from demanding a rigid inquiry into the causes and circumstances of this most horrible butchery of our soldiers at Edwards' Ferry—all the more horrible, because unnecessary, and tending to no result except to spread distrust in the army and to destroy that confidence which is so essential an element of success in all warlike operations.

The steamer "Flag," on the blockading service off Charleston, on the 10th inst., ran the ship "Thomas Watson" ashore, while she was attempting to run the blockade with a cargo of salt, flannel and blankets. The cargo was taken out and the ship burned.

A battle was fought in Kentucky on the 21st of October, at Camp Wild Cat occupied by General Garrard with 1,200 National troops, which was attacked by General Zollicoffer, at the head of about 6,000 Confederates. Zollicoffer made three different attacks, but was each time repulsed with considerable loss. The National loss was four killed and twenty-six wounded.

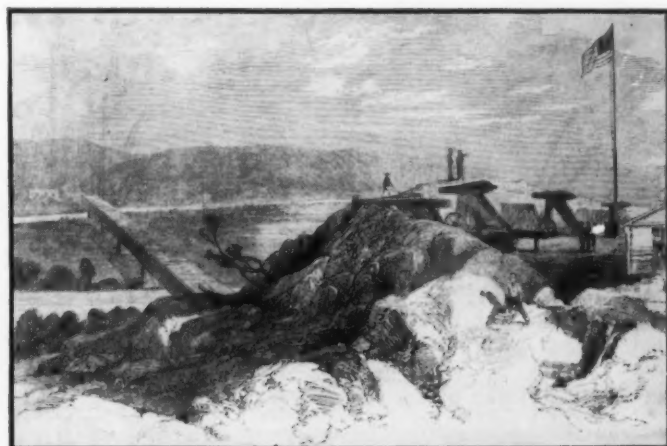
The Confederate force in Southeastern Missouri under Jeff. Thompson and Lowe was badly defeated on the 21st of October and Lowe himself was killed. This intelligence is contained in a dispatch received at Pilot Knob from Fredericktown, where the battle took place. The Confederate force was estimated at 5,000 and their losses were stated to be heavy, while the National loss was small, and confined principally to the First Indiana cavalry, of whom Major Gavitt and Captain Hayman were killed in a charge upon a battery in which four heavy guns were captured. The National troops engaged in this successful affair were entailed from Cairo, Cape Girardeau and Pilot Knob and were probably about equal in numbers to the enemy.

By the McClellan, we have full accounts of the Confederate attack on Wilson's Zouaves, numbering 500 men, encamped on Santa Rosa Island. The attack was made about half-past three on the morning of the ninth of October, with a force of 1,500 men conveyed from the Navy Yard in three large steamers. They advanced upon the Zouave camp in three columns hoping to effect a surprise; but in this they were disappointed, for the picket guard, 600 yards from the camp, discovered and fired upon them. This alarmed the camp and doubtless saved the regiment, as the attack was made immediately afterward, with such effect that the Zouaves were forced to fall back, when the camp was set on fire. Reinforcements were now sent out from Fort Pickens, and the tide of battle turned—the Confederates being driven on towards their boats and thence to their steamers, during which time they suffered a galling fire from the shore. The Zouaves lost ten killed, sixteen wounded and nine prisoners; the loss of the Regulars from the fort was four killed, twenty wounded and ten prisoners. The Confederate loss is estimated as high as 410, killed, wounded and missing. By their own statement it was 350. Thirty-five were taken prisoners, among them three officers.



Camp Wool, on Hatteras Island, occupied by Hawkins's Zouaves, Ninth Regiment New York Volunteers.

From a sketch by our artist at Hatteras Inlet.



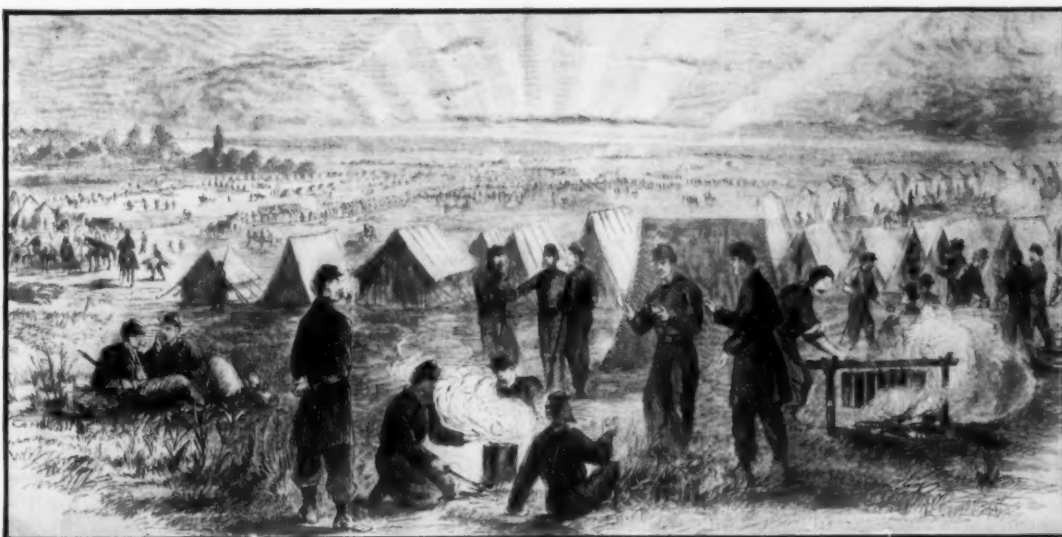
National Battery commanding the chain bridge across the Potomac River at Little Falls, five miles above Washington.

From a sketch made on the spot.



Death of Colonel E. D. Baker, United States Senator from Oregon, at the head of the California Regiment at the battle of Ball's Heights, October 21.

From a sketch by our special artist with Colonel Baker's command.



Camp Zagoni, encampment of Fremont's army, on the prairie near Wheatland, Mo., October 14. The camp was named after General Fremont's bodyguard, one of the early heroes of the war.

From a sketch by our artist with General Fremont's command.



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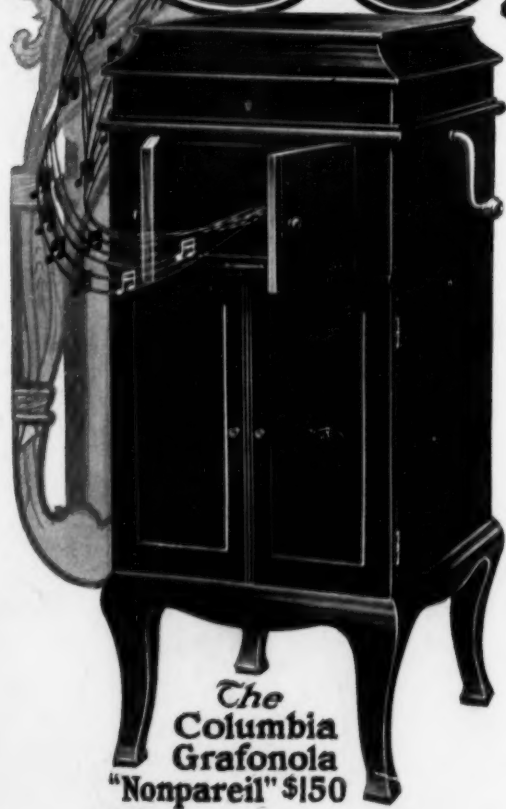
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